

New Hampshire Department of Transportation



Transportation excellence enhancing the quality of life in New Hampshire

Annual Report
fiscal year 2013

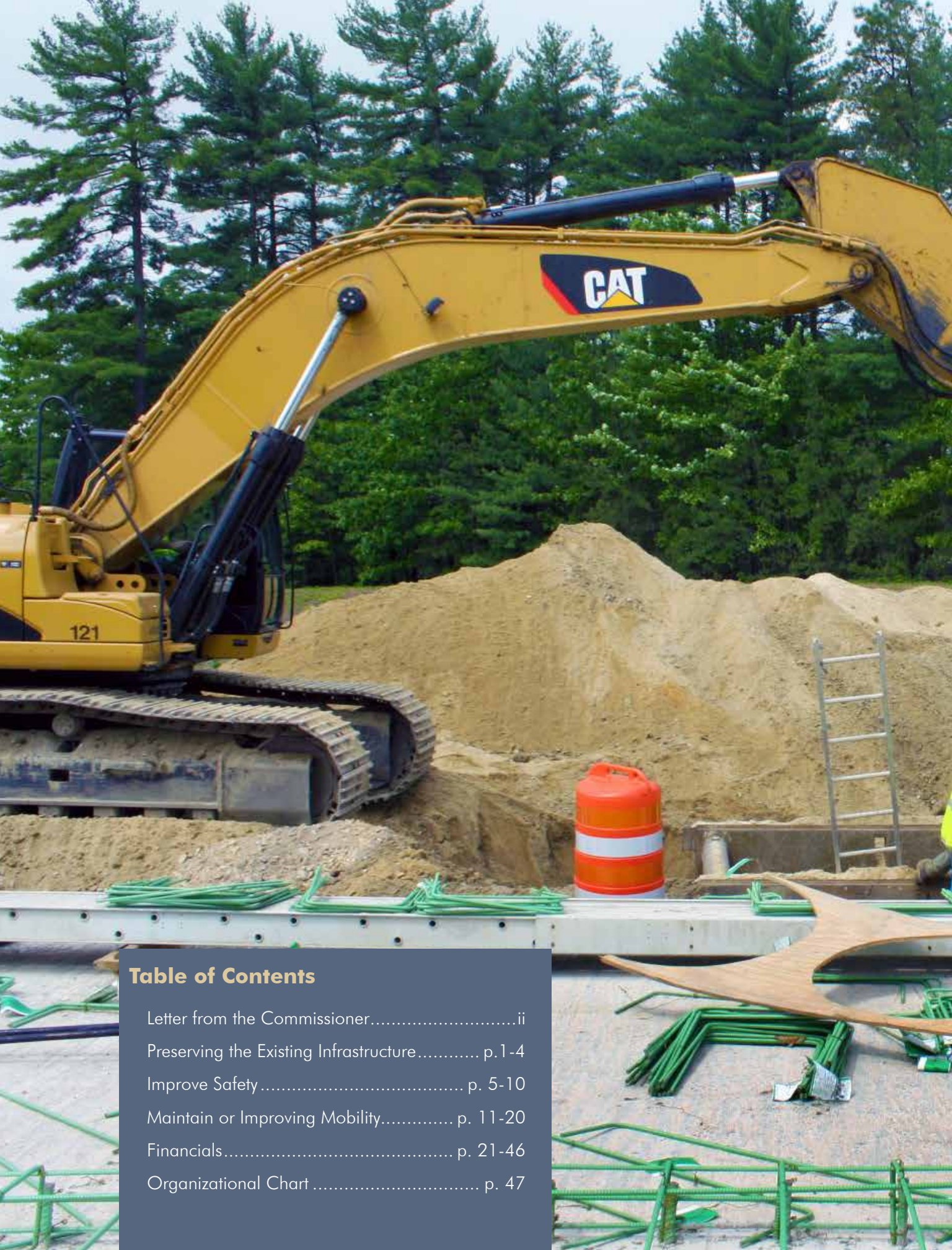
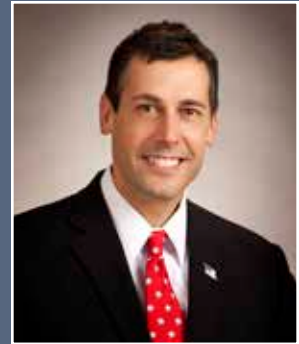


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Letter from the Commissioner



I am pleased to present the 2013 Annual Report for the New Hampshire Department of Transportation for the Fiscal Year that ended on June 30, 2013.

The NHDOT continues to measure its performance related to four goals – Performance; Effective Resource Management, Customer Satisfaction, and Employee Development. This year's report focuses on three strategic directions – Preserving the Existing Infrastructure, Maintaining or Improving Mobility and Improving Safety.

Major safety and mobility improvements that highlighted the 2013 Fiscal Year included the completion of a five-year project that converted six miles of the Spaulding Turnpike in Rochester from a two-lane roadway to a four to six lane divided highway to improve safety and capacity.

In the Upper Valley Region a section of the congested NH 12A corridor in Lebanon was widened as part of the reconstruction of the Interstate 89 interchange at Exit 20, which should greatly improve traffic flow.

New Hampshire's second highway speed Open Road Tolling (ORT) facility opened on Interstate 93 in Hooksett.

In the Seacoast Region, work progress rapidly towards the completion of a new Memorial Bridge that would reconnect US Route 1 over the Piscataqua River between Portsmouth, New Hampshire and Kittery, Maine. Another reconnection in the Upper Valley Region saw the opening of a new Shaker Bridge over Mascoma Lake in Enfield, two years after its predecessor was closed to traffic. Major progress was made on the rebuilding and widening of 19 miles of I-93 between Salem and Manchester.

Following a relatively mild winter in 2012, NHDOT maintenance forces responded to winter conditions in 2013 that far exceeded the 20 year average in total snowfall. Bridge Maintenance crews worked in extremely cold conditions in January 2013 to repair the Sarah Long Bridge in Portsmouth that was damaged during a lift operation. The Long Bridge also required emergency repairs in the spring when it was struck by a large ship.

Once again the New Hampshire Department of Transportation's employees were up to the many tasks and challenges posed to those charged with the responsibility of enhancing, preserving, and maintaining the state's transportation system.

Our Mission has not changed – "Transportation excellence enhancing the quality of life in New Hampshire." The Department and its employees remain committed to providing safe and reliable transportation for the citizens of the Granite State and our many visitors.

Sincerely,

A handwritten signature in dark ink, appearing to read "C. D. Clement". The signature is fluid and cursive, with a large, stylized "C" at the beginning and a long, sweeping tail.

Christopher D. Clement, Sr.
Commissioner



Preserving the Existing Infrastructure

Separate Incidents Require Emergency Repairs to the Long Bridge

The first incident to the Sarah Long Bridge in Portsmouth occurred in frigid conditions on January 24, 2013. The lift span of the Long Bridge became stuck not far from road level during a routine lift. In the process it went out of skew, came out of its track, and sustained damage to the steel tracks.

NHDOT Bridge Maintenance crews did an assessment, came up with a plan, and went to work the following morning, cutting out damaged steel, jacking the lift span back in place, and making necessary repairs. Wearing life jackets, and with a safety boat idling in the river current, the Bridge Maintenance workers kept plugging away, hour after hour, until they felt confident enough to do a test lift on the night of January 27th. The following day the bridge was reopened to traffic.

Just two months later, on April 1st the Long Bridge was knocked out of commission again when a large ship broke away from the State pier and struck the downriver side of the 73-year old lift bridge. Damage to the bridge was significant, promising a lengthy closure of the span that carries the Route 1 Bypass over the Piscataqua River to Kittery, Maine.

Closer inspections showed the collision by the 475-foot long MV Harbour Feature tanker had damaged two vertical trusses and the lower chord of the bridge. The estimated damage sustained by the bridge was \$2.5 million. Working with the Maine DOT, the NHDOT brought in Cianbro, Inc. of Pittsfield, Maine to do the repair work. The Long Bridge was reopened to motor vehicle traffic on May 13, 2013, two weeks ahead of schedule, once again restoring a vital link between Maine and New Hampshire.

NHDOT Recognized For Success in Documenting and Reducing Energy Use

As energy prices continue to rise, the NH Department of Transportation has become a leader in New Hampshire state government in tracking and reducing energy costs.

NH Energy Office Director Karen Rantamaki said the NHDOT has saved enough energy since 2005 to amount to about \$900,000 in today's energy prices, amounting to a 27% savings in electricity, 51% in heating oil, 22% in natural gas, and 535% in propane.

Some of the energy savings initiatives have included: making DOT buildings more energy efficient with better insulation and improved heating systems, including the installation of highly efficient wood-burning furnaces in 21 patrol facilities; buying more fuel-efficient vehicles, reducing vehicle idling times, monitoring computer use, installing motion controlled lights, and increasing the use of LED lights in traffic signals.

New "Tow Plows" Prove Their Worth for Winter Maintenance

They may not be feasible for widespread use in winter maintenance operations in New Hampshire, but two new NHDOT "tow plows" have proved to be a good fit along the northern part of interstate I-95 (Blue Star Turnpike).

Tow plows essentially replace a second plow truck, allowing a single plow truck operator to plow and treat two lanes of highway at the same time during a snowstorm. The two new tow plows (\$91,000 each) enable the Turnpikes Bureau to cover four lanes of I-95 with just two

Preserving the Existing Infrastructure



trucks. Each plow truck driver can deploy the tow plow as well as control the rate of salt distribution from the unit.

Also passing the test was a laser-mounted guidance system that was mounted on the passenger cab of one of the plow trucks pulling a tow plow. The plow driver can see, by a 30-foot green laser light extending from the truck, exactly what area the tow plow was covering.

Seven Years Later – A Final Fix for Flood-Damaged NH Route 123 in Alstead

It was the night the town of Alstead will never forget – October 9, 2005. During a night of very heavy rain, a debris filled culvert on Cooper Hill Road let loose sending a wall

of water through the small, southwest New Hampshire town, killing four people, washing away cars, and destroying 12 homes and businesses.

A four-mile stretch of NH Route 123 was completely destroyed, to the point where in some places there was little indication a road ever previously existed.

The road was partially restored by that winter, but the overall clean-up, repairs and recovery has taken years. The final NHDOT project associated with long-term improvements for NH 123 was completed on October 2012, almost seven years to the day after the disaster.

According to the Construction Bureau's Mark Moran, the \$4.7 million, one year project on two sections of NH 123 involved "a lot of permanent fixes", including the installation of larger box culverts along Warren Brook and the full reconstruction of 8,150 feet of roadway.

Climate Change Adaptation Study

In the spring of 2013, the NHDOT and NH Department of Environmental Services entered into a Memorandum of Agreement to evaluate the climate change impact on the State's transportation infrastructure.

New Hampshire has been experiencing a number of extreme weather events over the past decade. With these storms occurring more often, damage to the state's infrastructure with flooding and coastal storm surges has disrupted daily lives and cost taxpayers millions in repair costs. A committee identified NHDOT programs, policies, and activities that affect or are impacted by changing weather trends. Also identified were opportunities to increase the resilience of existing infrastructure and future investments.

The plan includes an assessment of vulnerabilities and a recommendation of short-, mid-, and long-term adaptive strategies for the NH Department of Transportation to respond to climate change impacts.

Improved Quality Oversight of Manufactured Materials

The use of quality construction products contributes significantly to the longevity of transportation infrastructure. Through participation in the “National Transportation Product Evaluation Program” (NTPEP), a technical service program of the American Association of State Highway and Transportation Officials (AASHTO), the NHDOT is raising the level of product quality assurance while reducing the cost of in-house oversight and testing. NTPEP pools the resources of member states to provide shared product testing and auditing of facilities producing construction products that are incorporated into New Hampshire roads and bridges.

The NHDOT now utilizes NTPEP data for acceptance of a variety of products, including reinforcing steel, protective coatings for bridge girders, asphalt crack sealers, plastic drainage pipe, and reflective sign sheeting. This successful program promises opportunities for additional quality improvement and cost savings in the future.



NH 101 Project Aimed at Extending Pavement Life

Innovations and techniques used on a NH Route 101 paving project in Auburn-Candia could lead to more extended pavement life throughout New Hampshire’s highway system. New pavement mixes used on the 7.2 mile project are intended to extend pavement life by reducing surface cracks. A 15-year service life is expected with each of these products, versus the 12-year expectation for usual pavement mixes. Each is a specialized performance product intended to be resistant to cracking and rutting for longer life.

Forty percent of the new road surface is recycled asphalt pavement (RAP), compared to about 22% RAP in a typical paving project. A three-mile section is paved with a mix that includes recycled rubber from 35,000 scrap tires. This mix is expected to reduce tire spray and hydroplaning during rainstorms, as well as overall tire noise. In addition, the use of “warm mix” technology for applying asphalt on this project has reduced energy use, fumes, and extended the paving season.

The \$13.4 million project was funded in part by a Federal “Highways for Life” \$2 million grant that recognized the many innovations being used.



Improving Safety

“Driving Towards Zero” Campaign Seeks to Reduce Highway Deaths and Injuries.

“Driving Toward Zero” is an outgrowth of New Hampshire’s Strategic Highway Safety Plan for 2012 to 2016. While the ultimate goal is zero fatalities and injuries, a stated goal in the Highway Safety Plan is a 50 percent reduction in highway deaths and serious injuries by 2030. A coalition of groups, including the New Hampshire Department of Transportation, has begun working together using engineering, enforcement, education, and emergency management services to eliminate fatalities. The campaign is focusing on several areas of emphasis for improvement, including speeding, impaired and distracted driving, motorcycle safety, teen and older drivers, and vehicle occupant protection.

According to the NH Highway Safety Agency, 90 people died in highway deaths in the state in 2011, the lowest number in 50 years. The underlying challenge is to change the “culture of driving” in New Hampshire to one that focuses on safety. The New Hampshire Driving Toward Zero Deaths Program aligns with the “Toward Zero Deaths: A National Strategy on Highway Safety” program that began in 2009 as a data-driven effort focusing on identifying and creating opportunities for changing American culture as it relates to highway safety.

Between 2003 and 2010, more than a thousand (1,097) motorists lost their lives on New Hampshire highways and 91,938 were injured. Over the past five years, traffic crashes have cost New Hampshire residents \$8.65 billion.

Improvements to Visual Navigation Aids

Dillant-Hopkins Airport in Keene completed the replacement of three hazard beacons on the hills surrounding the airport, and the replacement of the Precision Approach Path Indicator (PAPI) for Runway 2. These projects were principally funded by FAA Airport Improvement Program grants administered by the NHDOT’s Bureau of Aeronautics through New Hampshire’s Airport Block Grant Program.

Hazard beacons are flashing red lights used to identify terrain or other obstructions that penetrate the protected airspace surrounding an airport. When flying at night or in marginal weather conditions, hazard beacons enable pilots to visually navigate to an airport while avoiding these airspace obstructions, thereby significantly improving safety. Three aging hazard beacons were replaced in 2013 with new, modern hazard beacons that include a monitoring system to immediately notify the airport when a beacon is inoperative.

A PAPI is a system of four lights located adjacent to a runway that provide visual guidance information to pilots, enabling them to maintain the correct approach angle to the runway. The PAPI for Runway 2 at Dillant-Hopkins Airport was aging and was unable to provide approaching pilots with the visual information they needed to confirm their glide path to Runway 2. The new PAPI is significantly more reliable and energy efficient, and considerably improves the operational safety for aircraft landing.

Hazard beacons and PAPIs are two components of aviation infrastructure that contribute to a complete airport system. These, along with outstanding runways, airfield lighting, and instrument approach procedures, enable aircraft utilizing Dillant-Hopkins Airport to efficiently and effectively connect to the National Airspace System in all but the most extreme weather conditions.

Improving Safety



Like a Good Neighbor, The Motorist Service Patrol is There

Motorists traveling on the I-95 and southerly Spaulding Turnpike corridors can look forward to possible assistance from the Turnpikes Bureau's Motorist Service Patrol (MSP) for at least the next three years. Thanks to a new sponsorship by State Farm Insurance, the service patrol will continue to be there when needed for everything from a dead battery, to an empty fuel tank, to debris in the highway, or calling in emergency response help for roadway incidents.

A newly wrapped NHDOT service patrol vehicle featuring the State Farm logo was unveiled at a November 20, 2012 media event at the Hampton Tolls.

"This public-private partnership with State Farm will ensure an additional level of safety for the traveling public for several years," said NHDOT Commissioner Chris Clement.

Launched as a pilot program in May of 2011, the Turnpikes Motorist Service Patrol has been busy, responding to approximately 250 highway incidents a month. That includes patrolling the 16 miles of I-95 (Blue Star Turnpike) year round and another 14 miles of the Spaulding Turnpike during winter months. The State Farm sponsorship provides the Turnpike \$145,000 over three years, with the option of two additional two-year renewals.

Identifying Asbestos on Bridges

In recent years, the NHDOT has begun an asbestos sampling program to further identify several hundred bridges constructed between approximately 1960 and the early 1980's that may contain asbestos in pavements, membranes, and other construction materials. Whether or not a bridge contains asbestos has important implications for both material disposal and worker health and safety. Narrowing the Department's focus on specific bridges that meet certain criteria can save time and resources.

The testing program has already identified several bridges that contain asbestos. Through the sampling program, and research of Department specifications and plans, the Department has identified specific criteria correlated with asbestos containing materials (ACM) in bridge deck materials. Further research should result in improved worker health and safety for contractors and NHDOT staff, along with better planning for projects in the future. Bureau of Environment staff has been recording all information and hope to identify general patterns in the past use of asbestos on state bridges.

Three bridges identified previously successfully had the deck materials remediated and disposed of during planned construction projects in 2013. Though the cost of the remediation is not large, the disposal of the materials has increased the cost of projects drastically. Through further research and understanding of the material being generated, it's hoped that a lower cost solution will develop.

New State Fleet Fuel Facility Opened In Concord

A new State fleet fuel facility opened on Hazen Drive in Concord in late September 2012, replacing the former fuel facility at the former location of the Mechanical Services Bureau. This project included the installation of two underground storage tanks (USTs), four fuel dispensers and two fueling pads with lighted canopy, two area lights, and all associated site work. The tanks are a 20,000-gallon double-walled fiberglass gasoline UST, and a 15,000-gallon double-walled fiberglass diesel UST.

The project also included the removal of the canopy and all associated fueling system equipment related to the existing fueling system at the Stickney Avenue facility, and the removal the canopy and all associated fueling system equipment related to the existing fueling system at the Department of Safety facility on Hazen Drive.

This \$759,000 project is part of the overall upgrade of NHDOT-owned fuel facilities throughout New Hampshire.



Traffic Cameras Made Available to the Public for Viewing

Getting a direct look at travel conditions in parts of New Hampshire before heading out on the roads is now just a couple of clicks away on a computer for motorists. The NHDOT's Transportation Management Center has partnered with TrafficLand, a Virginia-based company, to provide real-time viewing access to the NHDOT's highway cameras. The public can now go to www.Trafficland.com to view traffic and road conditions using NHDOT cameras in ten regions of the state. The TrafficLand site is also linked from the NHDOT website.

The camera locations are tied to interactive Google maps, which display travel speeds over the road corridors as color-coded lines, so viewers can quickly determine where traffic slowdown

Improving Safety



cameras are to confirm conditions. Green equals normal speeds, yellow indicates that there are slowdowns occurring, and red can mean there is slowed or stopped traffic.

The ability to see several cameras along a corridor will now give traveler real-time views of what is happening on particular roadways, allowing them to plan their travel routes and times accordingly.

The NHDOT Expands Its Communications Options to Its Customers

The use of social media to gather and share information continues to grow dramatically. In fact, it's a primary source of communication and interaction for younger generations.

An estimated 850 million people worldwide are active Facebook users. Government agencies at all levels are recognizing the need to use social media to reach audiences in ways beyond conventional media.

The NHDOT's Transportation Management Center was first within the agency to implement social media, beginning in early 2010 with the use of Twitter to send out traffic alerts for New Hampshire Interstates and Turnpikes. The customer demand for real time travel information is there. For example, the I-93 corridor now has close to 4,500 "followers" for timely traffic alerts.

Now the NHDOT has expanded the social media and launched its own Facebook page (www.facebook.com/nhdot) and separate Twitter handle (@NewHampshireDOT) as new sources of New Hampshire transportation information.

Commissioner Chris Clement has a blog called "New Hampshire Moves" (<http://blogs.nh.gov/nhpress2/cdcdot/>) in which he shares personal insights on a wide range of transportation matters.

"With the growth in ways people communicate, it's important to use as many communications tools as possible to share with our customers what, why, and how we are working to maintain, preserve, and improve New Hampshire's transportation system," Commissioner Clement said.

Highway Safety Improvement Plan

The Highway Safety Improvement Plan (HSIP), along with the Strategic Highway Safety Plan (SHSP), is aimed at both individual projects and systematic safety improvements to entire roadway networks. In 2013, the HSIP program funded 11 projects, including intersection improvements, median cross-over protection projects, rumble strip installations, and signing projects. The Highway Design Bureau also facilitated several

Road Safety Audits to review safety concerns with communities throughout New Hampshire, and offer safety improvement ideas and possible funding sources.

Evaluation of guardrail after height adjustment

Additional pavement thickness resulting from resurfacing reduces the height of guardrail relative to the pavement surface. Raising the wooden offset blocks while leaving the posts as they were originally installed is a known labor and cost saving technique.

A two-year study was performed by the NHDOT's Materials and Research Bureau to determine if this approach results in any safety concerns, and to confirm continued adherence to Federal standards.

Six locations of modified guardrail were monitored statewide. Observations in areas where hits occurred, combined with available police reports and other information, indicated no difference in performance or protection to motorists.



Improvements in Crash Data

The NHDOT's Bureau of Planning and Community Assistance is working with Esri, a world leader in GIS, to enhance and streamline the processing of crash locations to increase accuracy and reduce manual location editing time. The enhanced processing will include:

- Latitude/Longitude coordinates
- Route and Mile Marker reference
- Street addressing
- Intersections

In collaboration with the NH Department of Safety and the University of New Hampshire's Technology Transfer Center, the NHDOT is also working to integrate crash data and traffic violations ticketing. Identifying patterns of highway crashes and traffic violation enforcement will help develop enforcement strategies to reduce potential crashes.



Maintaining or Improving Mobility

Interstate work completed included:

- The I-89, Exit 20 interchange reconstruction in Lebanon,
- Exit 14-16 on the Spaulding Turnpike reconstruction in Rochester,
- The I-93 Open Road Tolling widening and construction at the Hooksett Mainline Toll Plaza,
- The I-93, Exit 7 to Exit 10 pavement and bridge rehabilitation in Manchester and Hooksett,
- I-93 pavement rehabilitation and safety improvements through Franconia Notch,
- Installation of 1.5 miles of median concrete safety barrier on I-293 in Bedford,
- Construction of a sound wall on the I-95 High Level Bridge in Portsmouth, and
- I-93, Exit 1 widening in Salem.

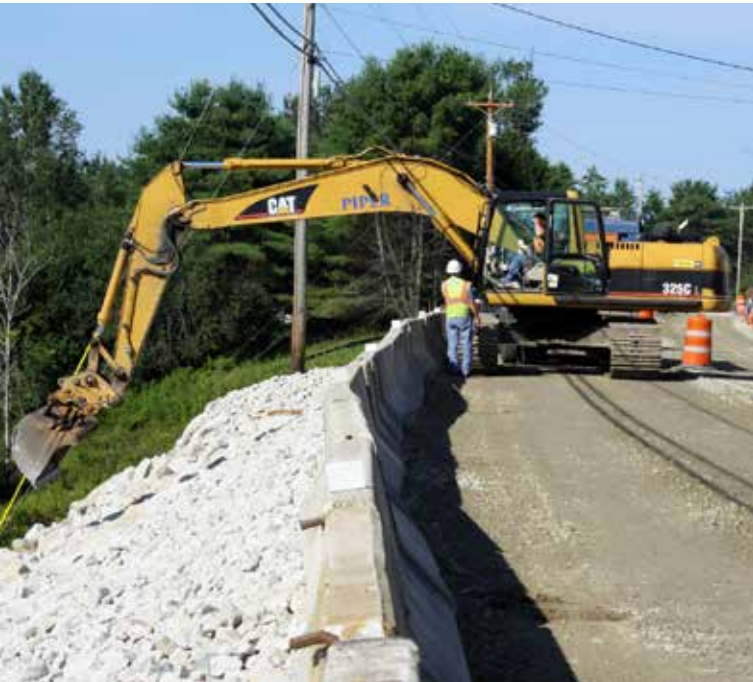
Roadway work completed included:

- Widening and reconstruction of NH Route 125 in Plaistow,
- Reconstruction of 1.6 miles on NH Route 123 in Alstead,
- Roadway improvements at the NH 125/NH 27 intersection and bridge deck rehabilitation to the NH 125 bridge over the Lamprey River in Epping,
- Construction of a new roundabout at the US 3/NH 11B intersection in Laconia,
- Construction of a new Park and Ride lot off Exit 23 on I-93 in New Hampton,
- Pavement rehabilitation and safety improvements along US 3 in Stratford,
- Construction of drainage improvements to the US 3 and NH 28 Bypass area in Hooksett,
- Emergency road repairs to Center Road in Sullivan due to flood damage, and
- Numerous Federal, District, and Turnpike contracts (pavement resurfacing, guard rail, signal and sign replacement, crack sealing, rumble strips).

Bridge construction work completed included:

- Replacement of the US 1, Memorial Bridge in Portsmouth,
- Replacement of the US 3 bridge over the F.E. Everett Turnpike in Bedford,
- Replacement of the Main Street bridge over Mascoma Lake in Enfield,
- Replacement of the US 302 bridge over the Sawyer River in Harts Location,
- Rehabilitation of the Bridge Street bridge over the Androscoggin River in Milan,
- Rehabilitation of the NH 140 bridge over the Winnepesaukee River in Tilton, and
- Rehabilitation of the US 3 bridge over the Connecticut River in Clarksville.

Maintaining or Improving Mobility



Continuing Roadway work includes:

- Reconstruction and relocation of NH 110 in Berlin,
 - Roadway improvements at the NH 28/ Stockbridge Corner Rd. intersection in Alton,
 - Pavement rehabilitation on NH 9 in Stoddard/Hillsborough,
 - Pavement rehabilitation on NH 25 in Wentworth/Rumney,
 - Construction of a new Park & Ride off US 202 in Rochester,
 - Slope stabilization on NH 10 in Haverhill,
 - Construction of two new roundabouts on NH 111A in Pelham, and
- Reconstruction and widening of the US1/US1 Bypass intersection in Portsmouth.

Continuing Interstate/Turnpike work includes:

- Reconstruction and widening of the Spaulding Turnpike from Exit 3 to Exit 6 in Newington and Dover, including a new Little Bay Bridge,
- Reconstruction and widening of I-293 at Exit 4 in Manchester,
- Construction of I-93 pavement and bridge rehabilitation, and safety improvements at:
 - Exits 24-26 in Ashland and Plymouth,
 - Exits 32-34A in Lincoln,
 - Exits 36-44 in Franconia and Littleton
- Reconstruction of I-93 from Salem to Londonderry consisting of:
 - Exit 2, Exit 3, and Exit 5 reconstruction,

Continuing Bridge work includes:

- Replacement of two I-93 bridges over I-89 in Bow and Concord,
- Replacement of the US 4 bridge over the Connecticut River in Lebanon,
- Replacement of three US 1 Bypass bridges in Portsmouth,
- Rehabilitation of the I-93 NB & SB bridges over the Connecticut River in Littleton,
- Replacement of the NH 10 bridge over the Ashuelot River in Winchester/Swanzey,

- Rehabilitation of the Ocean Road bridge over I-95 in Greenland,
- Rehabilitation of three NH 9/10/12 bridges in Keene, and
- Widening and rehabilitation of the NH 107 bridge over I-95 in Seabrook.

Spaulding Turnpike Improvements Celebrated in Rochester

It was a priority stop for John Lynch towards the end of his eight years as Governor of New Hampshire. The Governor was determined to travel to Rochester to recognize the completion of a five-year project to widen the Spaulding Turnpike between Exits 12 and 16 in Rochester and replace several “Red List” bridges along the corridor.

The need for improvements to this section of the Spaulding Turnpike (NH Route 16) was identified in the early 1990’s. But it wasn’t until December of 2007 that increased toll revenues allowed the expansion project to get underway.

The six-mile project involved the expansion of the turnpike from a two-lane roadway to a four to six lane divided highway long with the replacement or rehabilitation of 16 bridges. The daily traffic count along this corridor ranges from 35,000 vehicles a day on the southern end to 26,000 vehicles in the area of Exit 16.

The \$140 million project also reconstructed sections of NH 125, US 202, NH 11, Ten Rod Road, and Chestnut Hill Road, created seven acres of wetland mitigation, and new bridges crossing the Cocheco River have longer spans to provide better wildlife crossing. The five-year project was completed under budget and ahead of schedule.



Maintaining or Improving Mobility



Open Road Tolling Introduced at Hooksett Tolls on I-93

Almost exactly three years since New Hampshire became the first state in the region to introduce highway speed electronic tolling, the NHDOT did it again. Weeks ahead of schedule and just in time for the Memorial Day Weekend traffic, the new Open Road Tolling (ORT) lanes at the Hooksett Tolls on the Everett Turnpike (I-93) were opened for business on May 29, 2013.

Similar in appearance to its predecessor at the Hampton Tolls, the Hooksett ORT project includes four ORT lanes (two northbound and two southbound) in the center of the plaza that are separated from conventional toll lanes by several hundred feet of concrete barrier. ORT lanes move traffic 5.5 times faster than a conventional toll booth.

Calling the turnpike project “a shining example of how innovative investments in New Hampshire’s infrastructure throughout can improve our lives and economy,” Governor Maggie Hassan cut a ribbon to mark its opening.

The Hooksett Tolls process over 25 million transactions a year, with peak traffic volumes routinely over 80,000 vehicles a day on summer weekends.

Additional work on the \$22.5 million project involved toll plaza modifications to accommodate ORT infrastructure, highway widening/interchange improvements, rehabilitation of three bridges, and guardrail and drainage improvements.

I-89 Exit 20 Reconstruction Project Completed in Lebanon

Not far from the Connecticut River and the Vermont state line, traffic is flowing smoothly over, under, and around the new, longer Interstate 89 bridges at Exit 20 in Lebanon.

A three-year, \$20.3 million project to reconstruct the Exit 20 interchange has been completed and motorists have noticed the difference.

In addition to the new I-89 bridges, the project involved the reconstruction and widening of NH Route 12A from four to as many as seven lanes to improve traffic flow along a busy commercial corridor. It also included construction of a new connector road and underpass under I-89 that links the Upper Valley Plaza and the K-Mart Plaza. All the Exit 20 interchange ramps were widened and realigned.

Funding for the project was made possible by the American Recovery and Reinvestment Act of 2009 (ARRA). That in turn freed up programmed funding for 100% funding of 35 local road and bridge projects across New Hampshire, including the replacement or rehabilitation of 19 municipal “Red List” bridges in towns like Antrim, Barnstead, Harrisville, Brentwood, and Canaan.



Memorial Bridge Replacement Project

The replacement of the Memorial Bridge in Portsmouth, the NHDOT’s previous #1 Red List priority bridge, was nearly complete at the end of the 2013 fiscal year. The 300-foot long center lift-span was floated into position in June 2013 during a five day closure of the Piscataqua River.

Construction efforts remained on schedule and this connection between Portsmouth, NH, and Kittery, ME, will be opened during the summer of 2013, completing another chapter in this historic connection between two communities. Remaining work involved adjustments to balance the lift span, mechanical operation, and finishing touches such as installation of the refurbished historic plaques, along with enhancements to Memorial Park and adjacent city streets in Portsmouth. Final completion is scheduled for spring 2014.

Airport Improvements at Boire Field in Nashua

A new, longer runway and upgraded navigational facilities are making Nashua Municipal Airport more attractive to corporate aircraft and economic opportunities.

The \$23 million project, which was dedicated with a ribbon-cutting ceremony on August 31, 2012, is New England’s biggest aviation project not involving a commercial airport in 10 years.

Boire Field is home to numerous businesses, both on the airport and nearby, that all depend upon its viability for their employees and business customers. The airport houses over 330 aircraft, including several jets that use the airport on a regular basis.

The project shifted and extended by 500 feet Runway 14-32 at Boire Field. Navigational aids added included an instrument landing system, an upgrade of the runway safety areas, and extension of the existing taxiways to meet the new runway extension.

Maintaining or Improving Mobility



New Shaker Bridge over Mascoma Lake in Enfield Reconnects a Broken Link

For the third time in 163 years, the citizens of Enfield celebrated the opening of a new bridge across Mascoma Lake. A ribbon-cutting ceremony on September 15, 2012 hailed the completion of a \$10.5 million bridge and road reconstruction project.

The need for a bridge crossing Mascoma Lake first arose in the 1840's when members of a Shaker religious colony along what is now NH Route 4A needed a quicker way to get their goods to the railroad in the downtown village of Enfield.

That first wooden causeway and bridge built by the Shakers in 1849 was destroyed by the Hurricane of 1938. Its steel-framed replacement stood for over 70 years until it was closed to traffic in 2010. Two years later that longtime link has been reconnected, allowing access to Main Street without a much longer route around the lake. The project also included NH 4A pavement, drainage, guardrail improvements, and sidewalks. An estimated 1,500 vehicles cross the bridge daily.

Emergency Storm Event Challenges and Response

- NHDOT Highway Maintenance patrol crews successfully sustained and cleaned up the state's impacted highways after the following major storm events:
- July 16 and 17 severe rain storms with erosion and tree damage
- Hurricane Sandy on October 30 with erosion and tree damage
- Snowstorm of December 26 and 27
- Snowstorm of February 8 ("Nemo") depositing 20 inches of snow in Concord and 30 inches in Rockingham county
- Restoration of the Shale Pile at Route 1A North Hampton Bass Beach

Communication and Collaboration with Partners

- The Highway Maintenance District 2 Enfield Office worked with commercial developers and the City of Lebanon to update signal coordination on NH 120 to improve the safety and mobility of commuters with intersection upgrades.
- The Highway Maintenance District 3 Gilford Office worked closely with the New Hampshire Motor Speedway (NHMS) in planning and implementing effective traffic control for two NASCAR races and the "Tough Mudder Run" event.

By The Numbers

- During the 2013 fiscal year, Bridge Design performed 1,233 bridge reviews and 4,146 audits of applicant-performed bridge reviews.
- There were 1,561 regularly scheduled inspections performed on state bridges and 1,119 regularly scheduled inspections performed on municipal bridges. In addition, 76 underwater inspections of the substructure elements were performed for specific bridges.
- Maintenance and repair efforts on the state-owned railroad corridors included the replacement of over 6,000 cross ties, the repair of two railroad bridges, and installation of three private rail crossings.
- Boston Express bus service, serving southern New Hampshire from Manchester to Boston's South Station and Logan Airport, achieved two major milestones in August 2012. The bus lines served its two millionth passenger and began averaging over 50,000 passengers a month.
- The Department opened 65 contracts for bids in FY 2013 totaling approximately \$170 million dollars of work that was performed by 33 different contractors.
- 64 contracts totaling \$179 million dollars were completed and accepted for maintenance by NHDOT maintenance forces.
- At the close of FY 2013, fieldwork was underway on approximately 84 contracts totaling \$600 million dollars.
- The Bureau of Environment prepared 112 environmental documents, processed 71 wetland/shore land applications, amendments, and notifications.
- The Right-of-Way Bureau's property management section sold \$1.8 million worth of surplus land. The Bureau manages 70 rental properties totaling 110 separate units.
- Right-of-Way's appraisal section completed over 137 property appraisals and appraisal reviews.
- The Highway Maintenance Bureau issued 720 Driveway Permits and 388 excavation permits.
- The Oversize/Overweight permitting section issued approximately 30,000 permits for the oversize/overweight transport of goods throughout the state of New Hampshire.
- NHDOT Highway Maintenance crews performed winter maintenance plowing, removing, and managing 83 inches of snow during the winter season from September 2012 to April 2013.



Maintaining or Improving Mobility



- Highway Maintenance crews replaced roofs on 14 patrol sheds and 4 salt/sand sheds.
- Approximately 46 lane miles of the Central and Spaulding Turnpikes were resurfaced, utilizing recycled pavement that incorporated the recycling of over 61,000 tires.
- New Hampshire has 24 public use airports and 450 miles of active rail.
- Construction was completed on 29 new cameras and four additional message boards on I-95 and the Spaulding Turnpike to help ease congestion and improve incident management.
- The State Highway Bridge Inventory includes 2,153 bridges with an average age of 54 years. This includes 145 "Red List" bridges, which are in poor to serious condition, and 265 near Red List bridges that are nearing poor to serious condition.
- In 2013, 27 structurally deficit bridges were added to the State Red List and 22 bridges were removed. During that same period, 26 bridges were added to the Municipal Red List and 27 bridges removed. The Municipal Red List for 2013 totaled 352 structurally deficient bridges.
- To protect against concrete deterioration from corrosive salt, Bridge Maintenance Bureau crews washed 1,100 bridges and sealed 412.
- The Bureau of Mechanical Services was appropriated \$2.6 million for equipment replacement, and purchased 12 six-wheeled plow trucks, 5 ten-wheeled plow trucks, 1- 15,000 lb. truck, and 7 three-quarter ton pick-up trucks.
- Transactions on the NH Turnpikes System totaled 108.2 million in FY 2013. Total toll revenue collected was \$115.4 million.
- On June 19, 2013, the Governor and Executive Council approved a 35-year ground lease contract for the redevelopment of the Hooksett Rest Areas. The Turnpike System will receive a minimum guaranteed rent of \$23 million over the 35-year term, as well as revenue from gasoline and concessions sales.
- On February 6, 2013, New Hampshire's Executive Council approved a contract to move forward with a study evaluating the feasibility of extending passenger rail service from Boston to the Nashua Manchester-Concord corridor.

- A “Lean Staffing Model” for toll operations on the Turnpike System resulted in nearly 21% fewer full-time and part-time hours in FY ‘13 worked as compared to FY ‘11 (prior to Lean Staffing). This resulted in a 20% total personnel cost savings system-wide, totaling \$2.0 million.



- Transactions increased in the E-ZPass electronic tolling program, with overall E-ZPass utilization increasing by 2.1% over the previous year (68.1% as of 6/30/13).
- Bids were received for the rehabilitation and preservation of 66 bridges, including painting of four of these bridges, and constructing one new bridge. These bridge projects totaled about \$10.6 million in construction work.
- Nine Regional Coordinating Councils provided approximately 38,052 public transit (bus) trips to elderly passengers and individuals with disabilities in FY ‘13, compared to 9,440 in FY ‘12, a 303% increase.
- In 2013, 92% of construction contracts accepted by contractors for final payment were below the bid price. Only 5% of the contracts were over 5% of the bid price.
- The I-93 Service Patrol logged 1,097 stops, assisting motorists with flat tires, low fuel, jump starts, coolant issues, etc.
- Highway maintenance drainage projects included the installation of two concrete box culverts, approximately 500 feet of combined drainage pipe, over 60 new culverts, and continued slope-drain replacements on highways.
- Patrol crews removed over 44,000 feet of old cable or damaged beam guardrail to prepare for the installation of new steel-posted w-beam guardrail. In addition, over 145 energy-absorbing guardrail end units were installed.
- Maintenance forces completed the resurfacing of over 181 miles of state secondary highways.
- Bridge Maintenance staff provided 11 major bridge repair plans, prepared 22 dredge and fill permits for the NH Department of Environmental Services, and provided environmental regulation oversight for activities such as lead paint abatement.
- The Turnpikes Bureau purchased portable generators for emergency back-up for power outages at all facilities.



Transportation Spending at a Glance

Transportation Financial Activity – Budgetary Basis Reporting

Transportation funding in the State of New Hampshire is the source of much debate and budgetary scrutiny; is complicated and is frequently misunderstood. The information presented in the next several pages is a comprehensive view of the budgetary activity associated with transportation in NH State Government during Fiscal Year 2013. All information is presented in a budgetary, non-GAAP adjusted and non-audited basis. For a presentation of the audited financial statements of the Highway Fund, please reference the State of New Hampshire Comprehensive Annual Financial Report (CAFR) and the NHDOT Turnpike System Annual Report.

Report A: Revenue and Funding From Bond Proceeds – All Funds FY 2013

This report details by Fund, all revenue and funding from bond proceeds associated with transportation – including: General Fund; Highway Fund; Turnpike Fund; and Capital Fund. Please note that the distinction between Highway Fund and Capital Fund is not the same distinction made within the Highway Fund of Operating and Capital Appropriations. The report distinguishes between Unrestricted and Restricted Revenues. As noted in the report, much of the Unrestricted Highway Fund revenue is collected by the Department of Safety including the Gasoline Road Toll and Motor Vehicle Fees. Not counted as “revenue”, but included in this report is an important source of funding for construction projects: bond proceeds. During Fiscal Year 2013, \$42.9 million in I-93 projects were funded with GARVEE bond proceeds and \$80.9 million in Turnpike System construction projects were funded with Turnpike System Revenue bond proceeds. Without this view of a key source of funds, one might be under the impression that expenditures far exceeded available revenue for the fiscal year.

Report B: Revenue Activity – Highway Fund FY 2013 – 2012 – 2011

This report provides a three year history of budgetary revenue in the Highway Fund. Also, please note that the majority of unrestricted revenue collected in the Highway Fund is the Gasoline Road Toll (Gas Tax) and Vehicle Registration Fees. These revenues are collected by the Department of Safety. Additional footnotes are added to provide information about significant changes in revenue during the three year period.

Report C: All Funds Expenditures by Class FY 2013 (“How” the DOT Spends Money)

This report details, by Fund, all expenditures associated with transportation – including: General Fund; Highway Fund; Turnpike Fund; and Capital Fund. Class line detail enables the reader to distinguish expenditures by type, such as for salaries and benefits. Expenditures have been classified also to distinguish between public and private sector spending. Out of \$692 million dollars spent by the Department of Transportation in fiscal year 2013, \$489 million or 71% was spent directly with the private sector. Nineteen percent of the total DOT expenditures (\$130 million) were for salary and benefits of the Department of Transportation and ten percent (\$72.9 million) were for other public sector expenditures including services purchased from public sector agencies (\$25.9 million); were transferred to other state agencies (\$1.2 million); or

were grants to public section entities and municipalities (\$45.8 million). In addition to the \$692 million dollars spent by the Department of Transportation in FY 2013, direct appropriations to other agencies totaled \$85.9 million including \$79.9 million from the Highway Fund and \$6 million from the Turnpike Fund.

Report D: All Funds Expenditures Discretionary and Non-Discretionary FY 2013 ("Who" Spends the Money)

This report details, by Fund, all expenditures associated with transportation – including: General Fund; Highway Fund; Turnpike Fund; and Capital Fund. Activity line detail enables the reader to distinguish expenditures by organizational unit, such as for the Division of Highway Operations or the Turnpike System. Expenditures have been classified also to distinguish between budgetary operating expenditures and budgetary capital expenditures. Operating expenditures are further distinguished between Discretionary and Non-Discretionary. Examples of non-discretionary expenditures are for items such as debt service, municipal block grant, or for direct appropriations to other agencies. It should be noted that budgetary distinction between operating and capital expenditures follows the State Controller's office designation used in the State CAFR with the exception of the Division of Project Development listed here as capital investment as it is the engineering associated with capital projects. The \$778 million in expenditures reported is the same \$778 million in expenditures reported in the **All Funds Expenditures by Class FY 2013 Report**, in a different format. Please note that this report also distinguishes Department of Transportation spending (\$692 million) from direct appropriations to other agencies (\$85.9 million).

Report E: All Funds Expenditures by Program/Function (On "What" is the Money Spent) NEW!

This report, which is a new for FY 2013, details by Fund, all expenditures associated with transportation - including: General Fund; Highway Fund; Turnpike Fund; and Capital Fund. Programmatic and functional detail enables the reader to distinguish expenditures by mode of transportation and by Operations and Maintenance expenditures or Capital Investment. Of the \$692 million spent or invested by the DOT, 27 percent (\$189 million) was spend on operating and maintaining the transportation network; 51 percent (\$350 million) was invested in transportation infrastructure; 12 percent (\$86 million) was spent on related debt service for bond-funded capital investment; 6 percent (\$42 million) was provided to municipalities; and 4 percent (\$25 million) was spent on DOT Unemployment Compensation, Worker's Compensation and Retirees Health Benefits (\$11 million); DOT Administration (\$7 million); DOIT (\$6 million); and General Fund Overhead (\$2 million).

Report F: Highway Fund Expenditures by Class FY 2014 Budgeted, FY 2013, FY 2012 and 2011 Actual

This report provides a past biennium history of actual expenditures in the Highway Fund and a comparison of the budget for 2013 and 2014. Similar distinctions by class of expenditure and public and private expenditure are made as with the **All Funds Expenditures by Class FY 2013 Report**.

Report G: Highway Fund Expenditures Discretionary and Non-Discretionary FY 2014 Budgeted, FY 2013, FY 2012 and 2011 Actual

This report provides a past biennium history of actual expenditures in the Highway Fund and a comparison of the budget for 2013 and 2014. Similar distinctions by organizational unit; operating and capital expenditures are made as with the **All Funds Expenditures Discretionary and Non-Discretionary FY 2013 Report**. Additional detail is provided under the Bureau of Highway Maintenance gathered from the DOT cost allocation system that displays spending and budget by programmatic activity. From this information, the reader is provided information about the costs associated with winter maintenance (snow plowing); road maintenance and bridge maintenance; etc. This cost allocation reporting is a management tool that is continually reviewed and modified in order to best allocate the Department's available resources.

Report H: Highway Fund Expenditures by Program/Function FY 2014 Budgeted, FY 2013, FY 2012 and FY 2011 Actual (On "What" does the DOT spend)

This report details, by mode of transportation (Aeronautics, Rail and Transit; Roads and Bridges; Municipal Aid and Administration including retiree's health, workers compensation, etc.), the spending on Operations and Maintenance and Capital Investments. In FY 2013, the DOT total spending and capital investment across all modes and sources of funds within the Highway Fund was \$478 million. \$412 million, or 86% was spent on the operations and maintenance of roads and bridges (\$137 million) and capital investment in roads and bridges (\$255 million). Municipal Aid was the next highest spending category at \$42 million or 9%.

Report I: Highway Fund Expenditures by Program/Function by Source of Funds FY 2013

This report details, by mode of transportation (Aeronautics, Rail and Transit; Roads and Bridges; Municipal Aid and Administration including retiree's health, workers compensation, etc.), the spending on Operations and Maintenance and Capital Investments. The report further distinguishes within the Highway Fund, the sources of funds (State Highway Fund; Federal Funds; and Other Funds including Bond Proceeds). Herein lies much of the confusion about NH DOT spending and capital investment as well as differences in sources of funds available for the Department's use for operating expenditures. During FY 2013, of total Highway Fund spending and capital investment, the NHDOT spent or invested \$195.6 million in State Highway Funds; \$154.1 million of Federal Funds; and \$128 million of other funds or bond proceeds, for a total of \$477.8 million. Coupled with \$79.9 million of Highway Fund spending directly appropriated to other agencies, a total of \$557.7 million was spent or invested from the Highway Fund.

Report A: Revenue Activity All Funds FY 2013

UNAUDITED - BUDGETARY	Fund				
	General 010	Highway 015	Turnpike 017	Capital 030	Total
Unrestricted:					
Revenue Collected by the Department of Safety (DOS):					
Gasoline Road Toll		\$ 123,140,338			\$ 123,140,338
Motor Vehicle Fees		105,584,284			105,584,284
Sale of Vehicles		59,726			59,726
Total Revenue Collected by DOS	-	228,784,348	-	-	228,784,348
Motor Vehicle Fines (Collected by the Courts)		6,972,186			6,972,186
Revenue Collected by the Department of Transportation (DOT):					
Sale of Service - Reimbursements from Turnpikes		6,971,033			6,971,033
Administrative Overhead Cost - from Turnpikes		2,425,278			2,425,278
Federal Overhead Billing		12,295,651			12,295,651
Retro Turnpike Toll Credit					
I-95 Bridge Sale		26,000,000			26,000,000
Cash Toll Receipts - Blue Star			\$ 18,810,236		18,810,236
Cash Toll Receipts - Central			15,536,242		15,536,242
Cash Toll Receipts - Spaulding			5,089,262		5,089,262
Electronic Toll Collections - Blue Star			42,824,909		42,824,909
Electronic Toll Collections - Central			27,358,146		27,358,146
Electronic Toll Collections - Spaulding			9,859,339		9,859,339
Turnpike Miscellaneous			187,132		187,132
Other Unrestricted Revenues	\$ 823,604	(60,113)	1,629,606		2,393,097
Total Revenue Collected by DOT	823,604	47,631,849	121,294,872	-	169,750,325
Total Unrestricted Revenue	823,604	283,388,383	121,294,872	-	405,506,859
Restricted:					
Federal Funds - FHWA					
Consolidated Federal Aid		119,001,442			119,001,442
Direct Labor Allocation		6,343,775			6,343,775
Pavement Marking Program		3,073,944			3,073,944
SPR Planning & Research Funds		4,348,022			4,348,022
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement		2,295,000			2,295,000
PSU Weather Initiative		3,809,310			3,809,310
Other Federal Funds		75,766			75,766
Federal Funds - FAA					
FAA Airport Improvement	393,932			\$ 18,242,496	18,636,428
Federal Funds - FTA					
Public Transportation Division	5,977,964				5,977,964
Federal Funds - FRA					
Railroad Grants					
Federal Funds - Emergency					
FEMA/FHWA Emergency		2,341,778			2,341,778
Federal Funds - American Reinvestment & Recovery Act (ARRA)					
ARRA Programs		711,011			711,011
Federal Funds - Debt Service					
Bonds Debt Service		6,997,842	3,130,637		10,128,479
Total Federal Funds	6,371,896	148,997,890	3,130,637	18,242,496	176,742,919
Revolving Funds					
Garage Income - Equipment Usage & Sales		14,558,912			14,558,912
Fleet Parts Inventory		1,266,690			1,266,690
Motor Fuel Sales		16,080,168			16,080,168
Transponder Sales			497,867		497,867
Other Revolving Funds	265,497				265,497
Total Revolving Funds	265,497	31,905,770	497,867	-	32,669,134
Private & Local Funds					
Interstate Bridge Authority		495,378			495,378
Consolidated Federal Aid - Local Match		27,185,361			27,185,361
Requested Maintenance/Repairs		1,321,674			1,321,674
Betterment Local Reimbursement		30,079			30,079
Public Works Employee Memorial		10,109			10,109
Other Private & Local Funds		706,700	1,525,949		2,232,649
Total Private & Local Funds	-	29,749,301	1,525,949	-	31,275,250
Intra-Agency Transfers		634,102			634,102
Agency Income					
Betterment FEMA Reimbursement		1,489,897			1,489,897
Highway Betterment		20,819,800			20,819,800
ROW Property Sales		2,782,240			2,782,240
Other Agency Income	522,233	3,981,641	80,682		4,584,556
Total Agency Income	522,233	29,073,578	80,682	-	29,676,493
Total Restricted Revenue - DOT	7,159,626	240,360,641	5,235,135	18,242,496	270,997,898
Total Restricted Revenue - Other Agencies		5,599,942			5,599,942
Sub-Total Revenue *	\$ 7,983,230	\$ 529,348,966	\$ 126,530,007	\$ 18,242,496	\$ 682,104,699
Funding from Bond Proceeds **		42,900,977	80,854,158		123,755,135
Total Revenue - All Funds	\$ 7,983,230	\$ 572,249,943	\$ 207,384,165	\$ 18,242,496	\$ 805,859,834

* Source: Revenue Source Summary of Unrestricted and Restricted Revenues reports

** Includes \$19.3 million in bond proceeds from FY 2013 Turnpike issuance used to reimburse FY 2012 capital expenditures.

Report B: Revenue Activity - Highway Fund 015
FY 2013 - 2012 - 2011

UNAUDITED - BUDGETARY		Δ		CHG 2013 vs. 2012		CHG 2012 vs. 2011	
	Notes	FY 2013	\$	%	FY 2012	\$	%
Unrestricted:							
Revenue Collected by the Department of Safety (DOS):							
Gasoline Road Toll		\$ 123,140,338	\$ 70,431	0.1%	\$ 123,069,907	\$ (1,728,293)	-1.4%
Motor Vehicle Fees		105,584,284	299,290	0.3%	105,284,994	(19,974,567)	-19.0%
Sale of Vehicles		59,726	(24,175)	-40.5%	83,901	6,594	7.9%
Total Revenue Collected by DOS		228,784,348	345,546	0.2%	228,438,802	(21,696,266)	-9.5%
Motor Vehicle Fines (Collected by the Courts)							
		6,972,186	(859,387)	-12.3%	7,831,573	(377,437)	-4.8%
Revenue Collected by the Department of Transportation (DOT):							
Sale of Service - Reimbursements from Turnpikes	(1)	6,971,033	3,889,162	55.8%	3,081,871	(917,586)	-29.8%
Administrative Overhead Cost - from Turnpikes		2,425,278	131,975	5.4%	2,293,303	461,523	20.1%
Federal Overhead Billing	(2)	12,295,651	(2,649,536)	-21.5%	14,945,187	983,874	6.6%
Retro Turnpike Toll Credit *	(3)		(1,418,342)		1,418,342	(681,658)	-48.1%
I-95 Bridge Sale *		26,000,000	-	0.0%	26,000,000	6,000,000	23.1%
Other Unrestricted Revenues	(4)	(60,113)	(1,105,819)	1839.6%	1,045,706	(99,620)	-9.5%
Total Revenue Collected by DOT		47,631,849	(1,152,560)	-2.4%	48,784,409	5,746,533	11.8%
Total Unrestricted Revenue		283,388,383	(1,666,401)	-0.6%	285,054,784	(16,327,170)	-5.7%
Restricted:							
Federal Funds							
Consolidated Fed Aid (Construction)	(5)	119,001,442	(19,850,396)	-16.7%	138,851,838	2,778,024	2.0%
Direct Labor Allocation		6,343,775	-	0.0%	6,343,775		
Pavement Marking Program		3,073,944	317,438	10.3%	2,756,506	(43,494)	-1.6%
SPR Planning & Research Funds		4,348,022	(336,608)	-7.7%	4,684,630	(79,627)	-1.7%
Bridge Rehab, Painting, Preservation and Improvements (BRPPI) - FHWA Reimbursement		2,295,000	288,485	12.6%	2,006,515	(338,421)	-16.9%
PSU Weather Initiative	(6)	3,809,310	2,643,707	69.4%	1,165,603	1,065,603	91.4%
Other Federal Funds		75,766	(233,255)	-307.9%	309,021	303,041	98.1%
Federal Funds - Emergency							
FEMA/FHWA Emergency Funds		2,341,778	(358,544)	-15.3%	2,700,322	2,559,524	94.8%
Federal Funds - American Reinvestment & Recovery Act (ARRA)							
ARRA Programs *	(7)	711,011	(6,897,699)	-970.1%	7,608,710	(35,428,058)	-465.6%
Federal Funds - Debt Service							
Bonds Debt Service	(8)	6,997,842	3,364,917	48.1%	3,632,925	2,593,505	71.4%
Total Federal Funds		148,997,890	(21,061,955)	-14.1%	170,059,845	(26,589,903)	-15.6%
Revolving Funds							
Garage Income - Equipment Usage		14,558,912	(1,078,826)	-7.4%	15,637,738	71,157	0.5%
Fleet Parts Inventory		1,266,690	(539,001)	-42.6%	1,805,691	(111,527)	-6.2%
Motor Fuel Sales		16,080,168	1,537,510	9.6%	14,542,658	(55,916)	-0.4%
Total Revolving Funds		31,905,770	(80,317)	-0.3%	31,986,087	(96,286)	-0.3%
Private & Local Funds							
Interstate Bridge Authority		495,378	63,200	12.8%	432,178	(626,516)	-145.0%
Consolidated Fed Aid (Construction) - Local Match	(9)	27,185,361	16,910,195	62.2%	10,275,166	7,873,177	76.6%
Requested Maintenance & Repairs	(10)	1,321,674	(756,782)	-57.3%	2,078,456	1,668,262	80.3%
Betterment - Local Match		30,079	13,548	45.0%	16,531	(1,179,961)	-7137.9%
Public Works Employee Memorial	(11)	10,109	10,109	100.0%			
Other Private & Local Funds		706,700	(357,266)	-50.6%	1,063,966	571,907	53.8%
Total Private & Local Funds		29,749,301	15,883,004	53.4%	13,866,297	8,306,869	59.9%
Total Intra-Agency Transfers		634,102	17,961	2.8%	616,141	73,162	11.9%
Agency Income							
Betterment FEMA Reimbursement	(12)	1,489,897	533,472	-100.0%	956,425	866,318	90.6%
Highway Betterment		20,819,800	28,484	0.1%	20,791,316	(15,303,550)	-73.6%
ROW Property Sales	(13)	2,782,240	2,782,240	100.0%			
Other Agency Income		3,981,641	(826,073)	-20.7%	4,807,714	2,485,061	51.7%
Total Agency Income		29,073,578	2,518,123	8.7%	26,555,455	(11,952,171)	-45.0%
Total Restricted Revenue - DOT		240,360,641	(2,723,184)	-1.1%	243,083,825	(23,914,554)	-9.8%
Total Restricted Revenue - Other Agencies		5,599,942	138,246	2.5%	5,461,696	3,496,260	64.0%
Sub-Total All Revenue		\$ 529,348,966	\$ (4,251,339)	-0.8%	\$ 533,600,305	\$ (36,745,464)	-6.9%
Funding from Bond Proceeds		42,900,977			31,605,519		
Total All Revenue - Highway Fund		\$ 572,249,943	\$ 7,044,119	1.2%	\$ 565,205,824	\$ (10,459,606)	-1.9%

Source: Revenue Source Summary of Unrestricted and Restricted Revenues reports

* These revenue amounts represent non-recurring revenue.

NOTES

- (1) Decreased due to reallocation of Federal fund cross-bills to Restricted Revenue (see also Note #10)
- (2) This varies from year to year depending construction work performed
- (3) Decreased due to no more Retro Turnpike Toll Credit available to use
- (4) Reduction for reclass of 2012 ROW sales between Restricted and Unrestricted Income
- (5) Decreased due to reduction of construction expenditures
- (6) Increased due to the PSU Weather Initiative
- (7) Reduction from prior year as the ARRA program is nearing project completion
- (8) Increase in the Garvee Bond payment (reimbursement using Federal Funds)
- (9) Increased due to payments from the State of Maine for their portion of Memorial Bridge
- (10) This varies from year to year depending on emergency and amount reimbursed
- (11) This is a new account
- (12) This varies from year to year depending on emergency and amount reimbursed
- (13) This is the first year property originally purchased with Federal Funds is being recognized separately

Report C: All Funds Expenditures by Class ("How the DOT Spends Money") FY 2014 Budget, FY 2013 Actual

Unaudited - Budgetary		FY 2014 Budget		FY 2013 Actual				Total All Funds	
Class	Description	\$	%	General 010	Highway 015	Turnpike 017	Capital 030	\$	%
Public Sector Transportation Expenditures									
Personal Services and Benefits									
010-015	Personal Services-Permanent Classified	\$ 67,710,671		\$ 735,263	\$ 58,645,872	\$ 6,811,871		\$ 66,193,006	
017	FT Employees Special Payments	633,359			514,612	48,412		563,024	
018	Overtime	8,257,199		7,196	6,877,024	680,040		7,564,260	
019	Holiday Pay	222,323			58,211	89,636		147,847	
047	Own Forces Maint.-Build.-Grnds	596,558			217,191	40,320		257,511	
050	Personal Service-Temp/Appointed	4,454,199		24,268	1,352,782	2,008,937		3,385,987	
059	Temp Full Time	40,000			25,971			25,971	
060	Benefits	43,823,676		369,592	35,751,778	4,451,465		40,572,835	
061	Unemployment Compensation	71,411		2,979	78,452	10,846		92,277	
062	Workers Compensation	1,636,045		52	1,317,087	555,465		1,872,604	
064	Ret-Pension Bene-Health Ins	9,720,239			7,671,006	966,287		8,637,293	
070	In-State Travel Reimbursement	1,061,898		285	843,402	41,195		884,882	
	Total Personal Services and Benefits DOT	138,227,578	25.78%	1,139,635	113,353,388	15,704,474	-	130,197,497	18.81%
Transfer Payments - DOT Usage									
025	State Owned Equipment Usage			32,019	14,147,035			14,179,054	
027	Transfers To DOT	5,970,324			4,694,291			4,694,291	
028	Transfers To General Services	1,463,310			1,301,741			1,301,741	
029	Intra-Agency Transfers	2,983,096				1,760,888		1,760,888	
035	Shared Services Support	415,858							
040	Indirect Costs	2,306,520		6,520	1,092,904	229,075		1,328,499	
041	Audit Fund Set Aside								
403	Audit	110,000			89,408	143,959		233,367	
404	Intra Indirect Costs	2,769,171		69,845		2,355,433		2,425,278	
	Transfer Payments to Agencies- DOT Usage	16,018,279	2.99%	108,384	21,325,379	4,489,355	-	25,923,118	3.74%
	Total DOT Internal Expenditure	154,245,857	28.77%	1,248,019	134,678,767	20,193,829	-	156,120,615	22.55%
Transfer Payments - Agency/Municipal									
	Police Details (Safety)				20,580	168,665		189,245	
049	Transfer to Other State Agencies	572,304			35,868			35,868	
072	Grants-Federal	54,700,001		5,654,348	3,521,624			9,175,972	
073	Grants-Non Federal	9,339,002		397,312	6,598,188			6,995,500	
405	Lilac Program	55,000			5,603			5,603	
406	Environmental Expense	1,900			460			460	
407	Trans To Bd Of Tax & Land Appeals	142,210			117,135			117,135	
409	Trans To Dept Of Justice	825,521			850,557			850,557	
411	Trans To DES Dam Bureau	63,270			62,643			62,643	
414	Block Grant Apportionment A	29,600,000			29,518,270			29,518,270	
415	Trans to DRED (Welcome Ctrs & Rest Areas)	2,803,046							
	Total Transfer Payments - Agency/Municipal	98,102,254	18.30%	6,051,660	40,730,928	168,665	-	46,951,253	6.78%
	Total DOT Public Sector Exp & Transfer	252,348,111	47.07%	7,299,679	175,409,695	20,362,494	-	203,071,868	29.34%
Private Sector Transportation Expenditures									
Contractual Services									
022	Rents-Leases Other Than State	14,094,097		5,070	10,598,791	766,839		11,370,700	
023	Heat- Electricity - Water	3,547,281		2,251	1,909,554	1,149,662		3,061,467	
024	Maint. Other Than Build.- Grnds	2,649,903		418	506,811	1,360,100		1,867,329	
026	Organizational Dues	278,270		15,466	186,624	41,839		243,929	
039	Telecommunications	681,981			3,753,676			3,753,676	
046	Consultants	15,608,199			15,735,507	15,106,680		30,842,187	
048	Contractual Maint.-Build-Grnds	971,450			324,100	238,977		563,077	
066	Employee Training	358,632			113,499	8,232		121,731	
067	Training of Providers	90,000		57,515				57,515	
068	Remuneration	14,000			5,004			5,004	
069	Promotional - Marketing Expenses	85,000			51,432			51,432	
080	Out-Of State Travel	96,790		2,445	38,721	12,926		54,092	
081	Out-Of State Travel - Federal Reimb.	20,100							
102	Contracts for Program Services	5,107,000				4,650,929		4,650,929	
103	Contracts for Operating Services	528,244							
204	Settlement Payment RSA 99-D2				20,000			20,000	
255	Cost of Issuing Bonds				10,464	472,326		482,790	
	Total Contractual Services	44,130,947	8.23%	83,165	33,254,183	23,808,510	-	57,145,858	8.26%
Supplies and Materials									
020	Current Expenses	36,404,704		28,397	43,775,351	4,782,549		48,586,297	
057	Books, Periodicals, Subscriptions	19,862						-	
	Total Supplies and Materials	36,424,566	6.79%	28,397	43,775,351	4,782,549	-	48,586,297	7.02%
Equipment									
030	Equipment New/Replacement	5,751,045		16,556	4,003,672	4,216,306		8,236,534	
037	Technology - Hardware	393,096							
038	Technology - Software	464,234			12,295			12,295	
	Total Equipment	6,608,375	1.23%	16,556	4,015,967	4,216,306	-	8,248,829	1.19%
Capital Projects									
034	Capital Projects Bonded (HB 25)						21,849,547	21,849,547	
	Total Capital Projects	-	0.00%	-	-	-	21,849,547	21,849,547	3.16%
Land and Property Improvements									
033	Land Acquisition and Easement	100,000							
400	Construction Repair Materials	99,161,489		331,836	196,505,131	65,325,459		262,162,426	
401	Land - Interest	9,550,000			5,507,907	662		5,508,569	
	Total Land and Property Improvements	108,811,489	20.29%	331,836	202,013,038	65,326,121	-	267,670,995	38.67%
Debt Service									
044	Debt Service Other Agencies	87,845,544		279,235	19,322,636	66,035,256		85,637,127	
	Total Debt Service	87,845,544	16.38%	279,235	19,322,636	66,035,256	-	85,637,127	12.37%
	Total Expenditures with Private Sector	283,820,921	52.93%	739,189	302,381,175	164,168,742	21,849,547	489,138,653	70.66%
	Total Expenditures - DOT	536,169,032	100.00%	8,038,868	477,790,870	184,531,236	21,849,547	692,210,521	100.00%
	Appropriations to Safety & Other Agencies *	87,298,619		-	79,909,146	5,944,867	-	85,854,013	
	Total Expenditures	\$ 623,467,651		\$ 8,038,868	\$ 557,700,016	\$ 190,476,103	\$ 21,849,547	\$ 778,064,534	

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

Report D: All Funds Expenditures by Activity ("Who" Spends the Money)
Discretionary and Non-Discretionary

FY 2013 Actual							
Unaudited - Budgetary		Fund				Total All Funds	
Activity	Description	General 010	Highway 015	Turnpike 017	Capital 030	\$	%
Operating Expenses - Discretionary							
960015	Administration - Executive Office		\$ 2,460,014			\$ 2,460,014	
960215	Division of Finance		2,676,368			2,676,368	
960315	Division of Policy & Admin.		1,782,043			1,782,043	
960515	Division of Highway Operations		81,905,844			81,905,844	
961017	Turnpikes System			\$ 32,636,943		32,636,943	
964010	Aero, Rail and Transit	\$ 7,094,375				7,094,375	
964015	Division of Aero, Rail & Transit		177,060			177,060	
Total Discretionary Operating Expenses		7,094,375	89,001,329	32,636,943	-	128,732,647	18.60%
Operating Expenses - Non-Discretionary							
Other Non-Discretionary							
960015	Administration (Revolving Funds)						
	3070 - Parts Inventory		1,510,473			1,510,473	
	3071 - Motor Fuel inventory		15,498,788			15,498,788	
960515	Division of Highway Operations						
	Winter Maintenance		38,586,163			38,586,163	
961017	7515 - Transponder Inventory Fund			765,663		765,663	
965515	Other Highway Programs						
	3018 - Transfer's to Other Agencies		5,759,626			5,759,626	
	8081 - General Fund Overhead		1,864,357			1,864,357	
966010	Benefits - Fund 10						
	6186 - Unemployment Compensation	2,979				2,979	
	8163 - Worker's Compensation	52				52	
966015	Benefits - Fund 15						
	3016 - Special Retirement Health		7,671,006			7,671,006	
	8115 - Worker's Compensation		1,317,087			1,317,087	
	8615 - Unemployment Compensation		78,453			78,453	
961017	Benefits - Fund 17						
	7516 - Special Retirement Health			966,287		966,287	
	8117 - Worker's Compensation			555,465		555,465	
	8617 - Unemployment Compensation			10,846		10,846	
Total Other Non-Discretionary Expenses		3,031	72,285,953	2,298,261	-	74,587,245	10.78%
Municipal Aid							
962015	Division of Project Development						
	3012 - Municipal Bridge Program		7,428,375			7,428,375	
	3013 - Apportionment A - B (Block Grant)		29,918,270			29,918,270	
	3022 - SPR Planning Funds		4,600,291			4,600,291	
Total Municipal Aid		-	41,946,936	-	-	41,946,936	6.06%
Debt Service							
960010	2934 - Debt Service - Fund 10	279,235				279,235	
961017	Debt Service - Fund 17						
	5994 - I-95 Bridge Purchase Repayment - Fund 17			26,000,000		26,000,000	
	7499 - Debt Service - Fund 17			40,035,256		40,035,256	
963515	8683 - Garvee Bond Debt Service - Fund 15		6,997,842			6,997,842	
965015	7891 - Debt Service - Fund 15		12,324,795			12,324,795	
Total Debt Service		279,235	19,322,637	66,035,256	-	85,637,128	12.37%
Total Non-Discretionary Operating Expenses		282,266	133,555,526	68,333,517	-	202,171,309	29.21%
Total Operating Expenses		7,376,641	222,556,855	100,970,460	-	330,903,956	47.80%
Capital Funds							
960010	2991 - Special Railroad Fund	337,115				337,115	
960015	3075 - Emergency Flood Repairs		1,877,889			1,877,889	
960030	Capital Projects - Fund 30 Bonded				\$ 21,849,547	21,849,547	
961017	Turnpikes System						
	7025 - Renewal & Replacement			10,962,537		10,962,537	
	75XX - Construction Repair Materials			72,598,239		72,598,239	
962015	Division of Project Development						
	AU's 3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3037, 3045, 3060		36,545,049			36,545,049	
963015	Construction Program Funds						
	3039 - Betterment		30,035,473			30,035,473	
	3049 - Non-Par Construction/Reconstruction		8,800			8,800	
963515	FHWA Grant Anticipation Fund						
	1843 - I-93 Construction Project **		42,900,977			42,900,977	
	3054 - Consolidated Federal Aid		143,226,524			143,226,524	
	3311 - Non Par I-93		35,072			35,072	
964010	2021 - FAA Federal Grants - Fund 10	157,710				157,710	
969910	ARRA Funds - Fund 10	167,402				167,402	
969915	ARRA Funds - Fund 15		604,230			604,230	
Total Capital Funds		662,227	255,234,014	83,560,776	21,849,547	361,306,564	52.20%
Total Expenses - DOT		8,038,868	477,790,869	184,531,236	21,849,547	692,210,520	100.00%
Appropriations to Safety & Other Agencies *		-	79,909,146	5,944,867	-	85,854,013	
Total Expenses		\$ 8,038,868	\$ 557,700,015	\$ 190,476,103	\$ 21,849,547	\$ 778,064,533	

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

** I-93 Project Costs funded by Garvee Bond proceeds

Report E: All Funds Expenditures (On "What" is the Money Spent) Program/Function FY 2013 Actual

Unaudited - Budgetary			Fund				Total All Funds	
Activity	AU	Description	General 010	Highway 015	Turnpike 017	Capital 030	\$	%
Aeronautics, Railroad & Public Transportation								
Aeronautics								
Operations & Maintenance								
964010	2107	Operations & Maintenance	\$ 1,031,512				\$ 1,031,512	
Total Aeronautics Operations & Maintenance			1,031,512	-	-	-	1,031,512	
Capital								
964010	2021	AERO Federal Grants	157,710				157,710	
960030		Capital Projects - Bonded				\$ 18,727,830	18,727,830	
Total Aeronautics Capital			157,710	-	-	18,727,830	18,885,540	
Total Aeronautics			1,189,222	-	-	18,727,830	19,917,052	2.88%
Public Transportation								
Operations & Maintenance								
964010	2916	Operations & Maintenance	5,866,601				5,866,601	
Total Public Transportation Operations & Maintenance			5,866,601	-	-	-	5,866,601	
Capital								
969910	0873	ARRA Transit Capital Assistance	167,402				167,402	
960030		Capital Projects - Bonded				44,127	44,127	
Total Public Transportation Capital			167,402	-	-	44,127	211,529	
Total Public Transportation			6,034,003	-	-	44,127	6,078,130	0.88%
Railroad								
Operations & Maintenance								
964010	2931	Operations & Maintenance	196,262				196,262	
Total Railroad Operations & Maintenance			196,262	-	-	-	196,262	
Capital								
960010	2991	Special Railroad Fund	337,115				337,115	
960030		Capital Projects - Bonded				578,255	578,255	
Total Railroad Capital			337,115	-	-	578,255	915,370	
Debt Service								
960010	2934	RR Rehab Loan Revolving	279,235				279,235	
Total Railroad Debt Service			279,235	-	-	-	279,235	
Total Railroad			812,612	-	-	578,255	1,390,867	0.20%
Other (Administration)								
Operations & Maintenance								
964015	2049/2058/3030	Division of Aero, Rail & Transit		\$ 177,060			177,060	
966010	6186/8163	Unemployment & Workers Comp	3,031				3,031	
Total Other (Administration)			3,031	177,060	-	-	180,091	0.03%
Total Aeronautics, Railroad and Public Transportation			8,038,868	177,060	-	19,350,212	27,566,140	3.98%
Roads & Bridges								
Roads & Bridges								
Operations & Maintenance								
960015	3070	Parts Inventory (Revolving Fund)		1,510,473			1,510,473	
960015	3071	Motor Fuel Inventory (Revolving Fund)		15,498,788			15,498,788	
960515		Operations and Maintenance (see below)		120,492,007	\$ 32,636,943		153,128,950	
		Maintenance						
		Road Maintenance		26,434,805	8,044,593		34,479,398	
		Building Maintenance		4,681,691	1,054,319		5,736,010	
		Equipment Maintenance		4,529,789	2,200,048		6,729,837	
		Other Maintenance		3,302,890	940,727		4,243,617	
		Bridge Maintenance		7,105,484			7,105,484	
		Winter Maintenance		38,586,162	4,451,785		43,037,947	
		Operations						
		3005 - Mechanical Services		15,735,140			15,735,140	
		3009 - Traffic Operations		8,396,418			8,396,418	
		5033 - Welcome Center					-	
		Other Highway Operations: Includes 2073; 3011; 3031; 3048; 3050; 3052; 3055; 3066; 3198; 5032; 5034		11,719,627			11,719,627	
		7022 - Turnpike Administration Support			7,846,664		7,846,664	
		7050 - Turnpike Toll Collections			8,098,807		8,098,807	
961017	7025	Renewal & Replacement			10,962,537		10,962,537	
961017	7515	Transponder Inventory Fund			765,663		765,663	
Total Roads & Bridges Operations & Maintenance			-	137,501,268	44,365,143	-	181,866,411	
Capital								
960015	3075	Emergency Flood Repairs		1,877,889			1,877,889	
962015	Less 3022/Muni Aid	Division of Project Development (Engineering)		34,404,839			34,404,839	
963015	3037/3039/3049	Construction Program Funds (Betterment & Non-Par)		32,184,483			32,184,483	
963515	1843/3054/3311	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)		186,162,573			186,162,573	
969915	9699	ARRA Funds - Fund 15		604,231			604,231	
961017	75XX	Construction Repair Materials			72,598,239		72,598,239	
960030		Capital Projects - Bonded				2,499,335	2,499,335	
Total Roads & Bridges Capital			-	255,234,015	72,598,239	2,499,335	330,331,589	
Debt Service								
963515	8683	Garvee Bond Debt Service		6,997,842			6,997,842	
965015	7891	GO Bond Debt Service - Fund 15		12,324,795			12,324,795	
961017	5994	I-95 Bridge Purchase Repayment			26,000,000		26,000,000	
961017	7499	Turnpike Revenue Bond Debt Service			40,035,256		40,035,256	
Total Roads & Bridges Debt Service			-	19,322,637	66,035,256	-	85,357,893	
Total Roads & Bridges			-	412,057,920	182,998,638	2,499,335	597,555,893	86.33%

Report E: All Funds Expenditures (On "What" is the Money Spent)

Program/Function

FY 2013 Actual

Unaudited - Budgetary			Fund				Total All Funds	
Activity	AU	Description	General 010	Highway 015	Turnpike 017	Capital 030	\$	%
Municipal Aid								
Operations & Maintenance								
962015	3022	SPR Planning Funds		4,600,291			4,600,291	
Total Municipal Aid Operations & Maintenance			-	4,600,291	-	-	4,600,291	
Capital								
962015	3012	Municipal Bridge Program		7,428,375			7,428,375	
962015	3013	Apportionment A - B (Block Grant)		29,918,270			29,918,270	
Total Municipal Aid Capital			-	37,346,645	-	-	37,346,645	
Total Municipal Aid			-	41,946,936	-	-	41,946,936	6.06%
Other (Administration)								
Operations & Maintenance								
960015	3038	Executive Office		2,460,014			2,460,014	
960215	3001	Division of Finance		2,676,368			2,676,368	
960315		Division of Policy & Admin		1,782,043			1,782,043	
965515	3018	Transfer's to Other Agencies		5,759,626			5,759,626	
965515	8081	General Fund Overhead		1,864,357			1,864,357	
966015	3016/8115/8615	Unemployment, Workers Comp, Retiree's Health		9,066,546	1,532,598		10,599,144	
Total Other Operations & Maintenance (Administration)			-	23,608,954	1,532,598	-	25,141,552	
Total Other (Administration)			-	23,608,954	1,532,598	-	25,141,552	3.63%
Total Roads & Bridges, Municipal Aid and Administrative			-	477,613,810	184,531,236	2,499,335	664,644,381	96.02%
Total Expenditure and Capital Investment - DOT								
Operations & Maintenance Total			7,094,375	137,501,268	44,365,143	-	188,960,786	27.30%
Capital Total			662,227	255,234,015	72,598,239	21,849,547	350,344,028	50.61%
Municipal Aid (Operations & Capital)			-	41,946,936	-	-	41,946,936	6.06%
Debt Service Total			279,235	19,322,637	66,035,256	-	85,637,128	12.37%
Other (Administration)			3,031	23,786,014	1,532,598	-	25,321,643	3.66%
Total Expenses - DOT			8,038,868	477,790,870	184,531,236	21,849,547	692,210,521	100.00%
Appropriations to Safety & Other Agencies *			-	79,909,146	5,944,867	-	85,854,013	
Total Expenses			\$ 8,038,868	\$ 557,700,016	\$ 190,476,103	\$ 21,849,547	\$ 778,064,534	

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

Report F: Highway Fund Expenditures by Class FY 2014 Budgeted, FY 2013 through FY 2011 Actual

Unaudited - Budgetary		FY 2014	% of	FY 2013	% of	FY 2012	% of	FY 2011	% of
Class	Description	Budget	Total	Actual	Total	Actual	Total	Actual	Total
Public Sector Transportation Expenditures									
Personal Services and Benefits									
010-015	Personal Services-Perm. Classi	\$ 59,822,134		\$ 58,645,872		\$ 61,213,652		\$ 61,289,397	
017	FT Employees Special Payments	573,719		514,612		512,330		560,525	
018	Overtime	7,480,161		6,877,024		5,864,342		7,181,055	
019	Holiday Pay	94,324		58,211		68,703		107,664	
047	Own Forces Maint.-Build.-Grnds	453,558		217,191		128,447		188,232	
050	Personal Service-Temp/Appointe	2,044,199		1,352,782		1,916,141		2,462,045	
059	Temp Full Time	40,000		25,971		51,058		46,928	
060	Benefits	38,514,153		35,751,778		33,623,856		36,466,438	
061	Unemployment Compensation	42,750		78,452		106,838		67,835	
062	Workers Compensation	1,235,000		1,317,087		1,377,940		1,246,007	
064	Ret-Pension Bene-Health Ins	8,651,013		7,671,006		7,946,750		7,314,785	
070	In-State Travel Reimbursement	1,038,598		843,402		870,900		883,984	
	Total Personal Services and Benefits DOT	119,989,609	29.27%	113,353,388	23.72%	113,680,957	23.85%	117,814,895	24.50%
Transfer Payments - DOT Usage									
025	State Owned Equipment Usage			14,147,035		14,135,875		15,207,931	
027	Transfers To DOT	5,970,324		4,694,291		4,832,685		5,091,938	
028	Transfers To General Services	1,463,310		1,301,741		1,267,406		1,360,711	
035	Shared Services Support	361,820							
040	Indirect Costs	2,050,000		1,092,904		1,354,328		1,950,127	
041	Audit Fund Set Aside							352,039	
403	Audit Fund Set Aside			89,408					
	Transfer Payments to Agencies- DOT Usage	9,845,454	2.40%	21,325,379	4.46%	21,590,294	4.53%	23,962,745	4.98%
	Total DOT Internal Expenditure	129,835,063	31.67%	134,678,767	28.19%	135,271,251	28.37%	141,777,641	29.48%
Transfer Payments - Agency/Municipal									
049	Police Details (Safety)			20,580		42,127		61,975	
072	Transfers to Other State Agencies	447,304		35,868		251,982			
073	Grants-Federal	38,900,000		3,521,624		2,757,091			
073	Grants-Non Federal	8,881,002		6,598,188		2,673,912		400,000	
405	Lilac Program	55,000		5,603		10,581		4,987	
406	Environmental Expense	1,900		460				121,228	
407	Trans To Bd Of Tax & Land Appl	142,210		117,135		134,592		158,070	
409	Trans To Dept Of Justice	825,521		850,557		860,756		778,399	
411	Trans To DES Dam Bureau	63,270		62,643		75,480		131,122	
414	Block Grant Apportionment A	29,600,000		29,518,270		34,138,280		34,497,125	
415	Transf to DRED (Welcome Ctrs & Rest Areas)	1,478,609							
	Total Transfer Payments - Agency/Municipal	80,394,816	19.61%	40,730,928	8.52%	40,944,801	8.59%	36,152,906	7.52%
	Total DOT Public Sector Exp & Transfer	210,229,879	51.29%	175,409,695	36.71%	176,216,052	36.96%	177,930,547	37.00%
Private Sector Transportation Expenditures									
Contractual Services									
022	Rents-Leases Other Than State	13,011,797		10,598,791		10,469,199		13,658,953	
023	Heat- Electricity - Water	2,231,996		1,909,554		2,008,971		2,485,505	
024	Maint.Other Than Build.- Grnds	914,403		506,811		513,134		442,213	
026	Organizational Dues	151,260		186,624		170,062		75,639	
039	Telecommunications	569,273		3,753,676		1,456,465			
046	Consultants	15,356,199		15,735,507		13,150,859		21,559,561	
048	Contractual Maint.-Build-Grnds	475,870		324,100		264,609		215,256	
066	Employee Training	347,632		113,499		147,860		128,288	
068	Remuneration	5,000		5,004		3,636		7,603	
069	Promotional - Marketing Expenses	85,000		51,432		78,394		95,467	
080	Out-Of State Travel	73,340		38,721		43,758		82,452	
081	Out-Of State Travel - Federal Reimb.	17,100							
102	Contracts for Program Services	7,000				3,360			
103	Contracts for Operating Services	277,134				99,000			
204	Settlement Payment RSA 99-D2			20,000		50,000			
255	Cost of Issuing Bonds			10,464		441,477		740,449	
	Total Contractual Services	33,523,004	8.18%	33,254,183	6.96%	28,900,784	6.06%	39,491,385	8.21%
Supplies and Materials									
020	Current Expenses	31,914,526		43,775,351		41,686,322		44,275,664	
057	Books, Periodicals, Subscriptions	19,262							
	Total Supplies and Materials	31,933,788	7.79%	43,775,351	9.16%	41,686,322	8.74%	44,275,664	9.21%
Equipment									
030	Equipment New/Replacement	3,683,333		4,003,672		5,930,144		7,002,802	
037	Technology - Hardware	383,611							
038	Technology - Software	462,398		12,295		11,306			
	Total Equipment	4,529,342	1.10%	4,015,967	0.84%	5,941,450	1.25%	7,002,802	1.46%
Land and Property Improvements									
033	Land Acquisition and Easement	100,000							
400	Construction Repair Materials	89,711,488		196,505,131		201,920,374		195,831,790	
401	Land - Interest	9,550,000		5,507,907		6,593,888		9,158,444	
	Total Land and Property Improvements	99,361,488	24.24%	202,013,038	42.28%	208,514,262	43.74%	204,990,234	42.63%
Debt Service									
044	Debt Service Other Agencies	30,345,544		19,322,636		15,468,363		7,186,164	
	Total Debt Service	30,345,544	7.40%	19,322,636	4.04%	15,468,363	3.24%	7,186,164	1.49%
	Total DOT Expenditures with Private Sector	199,693,166	48.71%	302,381,175	63.29%	300,511,181	63.04%	302,946,249	63.00%
	Total Public and Private Sector - DOT Fund 15	409,923,045	100.00%	477,790,870	100.00%	476,727,233	100.00%	480,876,796	100.00%
Appropriations to Safety & Other Agencies *		80,655,425		79,909,146		79,296,830		83,416,953	
	Total Expenses - Fund 15	\$ 490,578,470		\$ 557,700,016		\$ 556,024,063		\$ 564,293,749	

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

Report G: Highway Fund Expenditures

Discretionary and Non-Discretionary

FY 2014 Budgeted, FY 2013 through FY 2011 Actual

Unaudited - Budgetary		FY 2014	% of	FY 2013	% of	FY 2012	% of	FY 2011	% of
Activity	Description	Budget	Total	Actual	Total	Actual	Total	Actual	Total
Operating Expenses - Discretionary									
960015	Administration (Executive Office)	\$ 2,177,969		\$ 2,460,014		\$ 2,517,823		\$ 2,693,419	
960215	Division of Finance	2,855,588		2,676,368		2,964,105		2,813,929	
960315	Division of Policy & Admin.	1,930,898		1,782,043		1,877,500		2,200,415	
960515	Division of Highway Operations (See Below)	98,515,427		81,905,843		90,355,039		93,346,926	
	3007 - Highway Maintenance (See Below)	51,274,616		38,949,175		47,099,028		49,592,879	
	3007 - Road Maintenance	51,274,616		26,434,805		31,302,675		31,294,617	
	3007 - Building Maintenance			4,681,691		6,362,330		6,266,927	
	3007 - Equipment Maintenance			4,529,789		7,093,576		8,339,928	
	3007 - Other Maintenance			3,302,890		2,340,448		3,691,407	
	3008 - Bridge Maintenance	7,304,749		7,105,484		7,094,700		7,227,312	
	3005 - Mechanical Services	17,027,782		15,735,139		17,416,130		19,638,449	
	3009 - Traffic Operations	9,622,223		8,396,418		8,951,345		8,849,313	
	5033 - Welcome Ctrs & Rest Area	1,478,609						1,532,632	
	Other Highway Operations: Includes 2073; 3011; 3031; 3048; 3050; 3052; 3055; 3066; 3198; 5032; 5034 (see below)	11,807,448		11,719,627		9,793,836		6,506,341	
	3011 - Turnpike Bridge Maintenance			615,950		621,508		662,178	
	2073 - Asset Maintenance	233,486		227,182		676,240		333,059	
	3031 - Reimbursable Maintenance & Repair	6,055,567		2,640,048		2,206,183		377,520	
	3048 - Maintenance - Critical Repair	272,189		394,444		381,691		315,218	
	3050 - Turnpike Sign Maintenance			200,482		181,697		198,971	
	3052 - Transportation Management Center	1,822,171		5,101,821		2,846,147		1,468,935	
	3055 - Inmate Maintenance Crew	74,736		33,185		42,568		58,839	
	3066 - Salted Wells	259,829		189,143		275,956		220,245	
	3198 - Fuel Distribution	962,596		755,983		607,305		664,339	
	5032 - Oversize & Overweight Permits	319,179		269,603		169,275		161,230	
	5034 - Lift Bridge Operations	1,807,695		1,291,786		1,785,266		2,045,807	
964015	Division of Aero, Rail & Transit	193,892		177,060		197,527		261,087	
Total Discretionary Operating Expenses		105,673,774	25.78%	89,001,328	18.63%	97,911,994	20.54%	101,315,776	21.07%
Operating Expenses - Non-Discretionary									
Other Non-Discretionary									
960015	Administration (Revolving Funds)*								
	3070 - Parts Inventory			1,510,473		1,792,397		1,512,576	
	3071 - Motor Fuel Inventory			15,498,788		14,766,310		13,692,769	
960515	Division of Highway Operations								
	2928 - Winter Maintenance	22,161,374		38,586,162		31,578,358		39,915,011	
965515	Other Highway Programs								
	3018-2939 - Transfer's to Other Agencies	7,434,051		5,759,626		6,154,287		6,159,529	
	8081/2940 - General Fund Overhead	3,289,337		1,864,357		2,122,060		2,775,810	
966015	Benefits - Fund 15								
	3016 - Special Retirement			7,671,006		7,946,750		7,314,785	
	8115/2941 - Worker's Compensation	9,928,763		1,317,087		1,377,940		1,246,007	
	8615 - Unemployment Compensation			78,453		106,838		67,835	
Total Other Non-Discretionary		42,813,525	10.44%	72,285,952	15.13%	65,844,940	13.81%	72,684,322	15.11%
Municipal Aid									
962015/962515	Division of Project Development								
	3012/2942 - Municipal Bridge Program	6,803,593		7,428,375		5,153,521		12,335,804	
	3013/2943 - Apportionment A - B (Block Grant)	30,000,000		29,918,270		34,538,280		34,897,125	
	3022/2944 - SPR Planning Funds	5,609,690		4,600,291		4,202,860		4,364,921	
	2945 - Municipal Aid - Federal	35,000,000							
Total Municipal Aid		77,413,283	18.88%	41,946,936	8.78%	43,894,661	9.21%	51,597,849	10.73%
Debt Service									
963515	8683 - Garvee Bond Debt Service	19,057,275		6,997,842		3,632,925		1,039,420	
965015/960015	7891/2938 - Debt Service	11,288,269		12,324,795		11,835,439		6,146,744	
Total Debt Service		30,345,544	7.40%	19,322,637	4.04%	15,468,364	3.24%	7,186,165	1.49%
Total Non-Discretionary Operating Expenses		150,572,352	36.73%	133,555,525	27.95%	125,207,965	26.26%	131,468,336	27.34%
Total Operating Expenses		256,246,126	62.51%	222,556,853	46.58%	223,119,959	46.80%	232,784,112	48.41%
Capital Funds									
960015	Administration								
	3075 - Emergency Flood Repairs			1,877,889		1,662,354			
962015	Division of Project Development								
	3021, 3025, 3028, 3032, 3033, 3034, 3035, 3036, 3037, 3045, 3060	35,680,721		36,545,049		37,115,822		36,227,995	
963015	Construction Program Funds								
	2929 - State Aid Construction	1,699,991							
	3039 - Betterment	21,052,334		30,035,473		29,891,330		22,366,409	
	3049 - Non-Par Construction/Reconstruction	100,000		8,800		12,141		286	
963515	FHWA Grant Anticipation Fund								
	1843 - I-93 Construction Project ***			42,900,977		31,605,519		5,319,661	
	3054 - Consolidated Federal Aid	95,143,873		143,226,524		145,711,398		141,567,642	
	3311 - Non Par I-93			35,072					
969915	ARRA Funds			604,231		7,608,710		42,610,693	
Total Capital Funds		153,676,919	37.49%	255,234,015	53.42%	253,607,274	53.20%	248,092,685	51.59%
Total Expenses - DOT Fund 15		409,923,045	100.00%	477,790,868	100.00%	476,727,233	100.00%	480,876,797	100.00%
Appropriations to Safety & Other Agencies **		80,655,425		79,909,146		79,296,830		83,416,953	
Total Expenses - Fund 15		\$ 490,578,470		\$ 557,700,014		\$ 556,024,063		\$ 564,293,750	

Source: Statement of Appropriations

* Not Initially Appropriated, funded through Fiscal Committee by a Warrant

** Directly Appropriated by receiving Agency

*** I-93 Project Costs funded by Garvee Bond proceeds.

Financials

Report H: Highway Fund Expenditures Program/Function

FY 2014 Budgeted, FY 2013 through FY 2011 Actual

Unaudited - Budgetary			FY 2014	% of	FY 2013	% of	FY 2012	% of	FY 2011	% of
Activity	AU	Description	Budget	Total	Actual	Total	Actual	Total	Actual	Total
Other (Administration)										
Operations & Maintenance										
960015	2049/2058/3030	Division of Aero, Rail & Transit	\$ 193,892		\$ 177,060		\$ 197,527		\$ 261,087	
Total Other (Administration)			193,892		177,060		197,527		261,087	
Total Aeronautics, Railroad and Public Transportation			193,892	0.05%	177,060	0.04%	197,527	0.04%	261,087	0.05%
Roads & Bridges										
Operations & Maintenance										
960015	3070	Parts Inventory (Revolving Fund)			1,510,473		1,792,397		1,512,576	
960015	3071	Motor Fuel Inventory (Revolving Fund)			15,498,788		14,766,310		13,692,769	
960515		Division of Highway Operations (see below)	120,676,800		120,492,006		121,933,398		133,261,935	
Maintenance										
3007 - Road Maintenance				38,022,148	26,434,805		31,302,675		31,294,617	
3007 - Building Maintenance					4,681,691		6,362,330		6,266,927	
3007 - Equipment Maintenance					4,529,789		7,093,576		8,339,928	
3007 - Other Maintenance					3,302,890		2,340,448		3,691,407	
3008 - Bridge Maintenance				7,304,749	7,105,484		7,094,700		7,227,312	
2928 - Winter Maintenance				35,413,842	38,586,162		31,578,358		39,915,011	
Operations										
3005 - Mechanical Services				17,027,782	15,735,140		17,416,130		19,638,449	
3009 - Traffic Operations				9,622,223	8,396,418		8,951,345		8,849,313	
5033 - Welcome Center				1,478,609					1,532,632	
Other Highway Operations: Includes 2073; 3011; 3031; 3048; 3050; 3052; 3055; 3066; 3198; 5032; 5034				11,807,447	11,719,627		9,793,836		6,506,339	
Total Roads & Bridges Operations & Maintenance			120,676,800	29.44%	137,501,267	28.78%	138,492,105	29.05%	148,467,280	30.87%
Capital										
960015	3075	Emergency Flood Repairs			1,877,889		1,662,354		-	
962015	Less 3022/Muni Aid	Division of Project Development (Engineering)	35,680,721		34,404,839		37,115,822		36,227,995	
963015	3037/3039/3049	Construction Program Funds (Betterment & Non-Par)	22,852,325		32,184,483		29,903,471		22,366,695	
963515	1843/3054/3311	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)	95,143,873		186,162,573		177,316,917		146,887,303	
969915	9699	ARRA Funds - Fund 15			604,231		7,608,710		42,610,693	
Total Roads & Bridges Capital			153,676,919	37.49%	255,234,015	53.42%	253,607,274	53.20%	248,092,686	51.59%
Debt Service										
963515	8683	Garvee Bond Debt Service **	19,057,275		6,997,842		3,632,925		1,039,420	
965015	7891	GO Bond Debt Service - Fund 15	11,288,269		12,324,795		11,835,439		6,146,744	
Total Roads & Bridges Debt Service			30,345,544	7.40%	19,322,637	4.04%	15,468,364	3.24%	7,186,164	1.49%
Total Roads & Bridges			304,699,263	74.33%	412,057,919	86.24%	407,567,743	85.49%	403,746,130	83.96%
Municipal Aid										
Operations & Maintenance										
962015	3022	SPR Planning Funds	5,609,690		4,600,291		4,202,860		4,364,921	
Total Municipal Aid Operations & Maintenance			5,609,690	1.37%	4,600,291	0.96%	4,202,860	0.88%	4,364,921	0.91%
Capital										
962015	2945	Municipal Aid - Federal	35,000,000							
962015	3012	Municipal Bridge Program	6,803,593		7,428,375		5,153,521		12,335,804	
962015	3013	Apportionment A - B (Block Grant)	30,000,000		29,918,270		34,538,280		34,897,125	
Total Municipal Aid Capital			71,803,593	17.52%	37,346,645	7.82%	39,691,801	8.33%	47,232,929	9.82%
Total Municipal Aid			77,413,283	18.88%	41,946,936	8.78%	43,894,661	9.21%	51,597,850	10.73%
Other (Administration)										
Operations & Maintenance										
960015	3038	Executive Office	2,177,969		2,460,014		2,517,823		2,693,419	
960215	3001	Division of Finance	2,855,588		2,676,368		2,964,105		2,813,929	
960315		Division of Policy & Admin	1,930,898		1,782,043		1,877,500		2,200,415	
965515	3018	Transfer's to Other Agencies	7,434,051		5,759,626		6,154,287		6,159,529	
965515	8081	General Fund Overhead	3,289,337		1,864,357		2,122,060		2,775,810	
966015	3016/8115/8615	Unemployment, Workers Comp, Retiree's Health	9,928,763		9,066,546		9,431,528		8,628,627	
Total Other Operations & Maintenance (Administration)			27,616,606	6.74%	23,608,954	4.94%	25,067,303	5.26%	25,271,729	5.26%
Total Other (Administration)			27,616,606	6.74%	23,608,954	4.94%	25,067,303	5.26%	25,271,729	5.26%
Total Highway Fund			409,923,044	100.00%	477,790,869	100.00%	476,727,234	100.00%	480,876,796	100.00%
Total Expenditure and Capital Investment - DOT										
Operations & Maintenance Total			120,676,800		137,501,267		138,492,105		148,467,280	
Capital Total			153,676,919		255,234,015		253,607,274		248,092,686	
Municipal Aid (Operations & Capital)			77,413,283		41,946,936		43,894,661		51,597,850	
Debt Service Total			30,345,544		19,322,637		15,468,364		7,186,164	
Other (Administration)			27,810,498		23,786,014		25,264,830		25,532,816	
Total Expenses - DOT			409,923,044	100.00%	477,790,869	100.00%	476,727,234	100.00%	480,876,796	100.00%
Appropriations to Safety & Other Agencies *			80,655,425		79,909,146		79,296,830		83,416,953	
Total Expenses			\$ 490,578,469		\$ 557,700,015		\$ 556,024,064		\$ 564,293,749	

Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

Report I: Highway Fund Expenditures
Program/Function Source of Funds

FY 2013 Actual										
Unaudited - Budgetary			Highway Funds	% of Total	Federal Funds	% of Total	Other Funds Inc. Bonds	% of Total	2013 Actual Total	% of Total
Activity	AU	Description								
Other (Administration)										
Operations & Maintenance										
964015	2049/2058/3030	Division of Aero, Rail & Transit	\$ 177,060						\$ 177,060	
Total Other (Administration)			177,060		-		-		177,060	
Total Aeronautics, Railroad and Public Transportation			177,060	0.09%	-	0.00%	-	0.00%	177,060	0.04%
Roads & Bridges										
Operations & Maintenance										
960015	3070	Parts Inventory (Revolving Fund)					\$ 1,510,473		1,510,473	
960015	3071	Motor Fuel Inventory (Revolving Fund)					15,498,788		15,498,788	
960515		Division of Highway Operations (see below)	90,415,435		\$ 9,178,254		20,898,317		120,492,006	
Maintenance										
		3007 - Road Maintenance	26,434,805						26,434,805	
		3007 - Building Maintenance	4,681,691						4,681,691	
		3007 - Equipment Maintenance	4,529,789						4,529,789	
		3007 - Other Maintenance	3,302,890						3,302,890	
		3008 - Bridge Maintenance	4,408,590		2,295,000		401,894		7,105,484	
		2928 - Winter Maintenance	38,586,162						38,586,162	
Operations										
		3005 - Mechanical Services	542,126				15,193,014		15,735,140	
		3009 - Traffic Operations	5,084,539		3,073,944		237,935		8,396,418	
		5033 - Welcome Center								
		Other Highway Operations: Includes 2073; 3011; 3031; 3048; 3050; 3052; 3055; 3066; 3198; 5032; 5034	2,844,843		3,809,310		5,065,474		11,719,627	
Total Roads & Bridges Operations & Maintenance			90,415,435	46.22%	9,178,254	5.95%	37,907,578	29.61%	137,501,267	28.78%
Capital										
960015	3075	Emergency Flood Repairs	1,197,580		680,309				1,877,889	
962015	Less 3022/Muni Aid	Division of Project Development (Engineering)	22,815,433		11,314,028		275,378		34,404,839	
963015	3037/3039/3049	Construction Program Funds (Betterment & Non-Par)	6,448,012		4,886,592		20,849,879		32,184,483	
963515	1843/3054/3311	FHWA Grant Anticipation Fund (Consolidated Fed & I-93)	1,438,212		115,797,430		68,926,931		186,162,573	
969915	9699	ARRA Funds - Fund 15			604,231				604,231	
Total Roads & Bridges Capital			31,899,237	16.31%	133,282,590	86.47%	90,052,188	70.33%	255,234,015	53.42%
Total Roads & Bridges Debt Service			12,324,795	6.30%	6,997,842	4.54%		0.00%	19,322,637	4.04%
Total Roads & Bridges			134,639,467	68.83%	149,458,686	96.97%	127,959,766	99.94%	412,057,919	86.24%
Municipal Aid										
Operations & Maintenance										
962015	3022	SPR Planning Funds			4,600,291				4,600,291	
Total Municipal Aid Operations & Maintenance			-	0.00%	4,600,291	2.98%	-	0.00%	4,600,291	0.96%
Capital										
962015	2945	Municipal Aid - Federal								
962015	3012	Municipal Bridge Program	7,428,375						7,428,375	
962015	3013	Apportionment A - B (Block Grant)	29,918,270						29,918,270	
Total Municipal Aid Capital			37,346,645	19.09%	-	0.00%	-	0.00%	37,346,645	7.82%
Total Municipal Aid			37,346,645	19.09%	4,600,291	2.98%	-	0.00%	41,946,936	8.78%
Other (Administration)										
Operations & Maintenance										
960015	3038	Executive Office	2,460,014				76,158		2,460,014	
960215	3001	Division of Finance	2,600,210						2,676,368	
960315		Division of Policy & Admin	1,706,277		75,766				1,782,043	
965515	3018	Transfer's to Other Agencies	5,759,626						5,759,626	
965515	8081	General Fund Overhead	1,864,357						1,864,357	
966015	3016/8115/8615	Unemployment, Workers Comp, Retiree's Health	9,066,546						9,066,546	
Total Other Operations & Maintenance (Administration)			23,457,030	11.99%	75,766	0.05%	76,158	0.06%	23,608,954	4.94%
Total Other (Administration)			23,457,030	11.99%	75,766	0.05%	76,158	0.06%	23,608,954	4.94%
Total Highway Fund			195,620,202	100.00%	154,134,743	100.00%	128,035,924	100.00%	477,790,869	100.00%
Total Expenditure and Capital Investment - DOT										
Operations & Maintenance Total			90,415,435		9,178,254		37,907,578		137,501,267	
Capital Total			31,899,237		133,282,590		90,052,188		255,234,015	
Municipal Aid (Operations & Capital)			37,346,645		4,600,291				41,946,936	
Debt Service Total			12,324,795		6,997,842				19,322,637	
Other (Administration)			23,634,090		75,766		76,158		23,786,014	
Total Expenses - DOT			195,620,202	100.00%	154,134,743	100.00%	128,035,924	100.00%	477,790,869	100.00%
Appropriations to Safety & Other Agencies *			79,909,146						79,909,146	
Total Expenses			\$ 275,529,348		\$ 154,134,743		\$ 128,035,924		\$ 557,700,015	

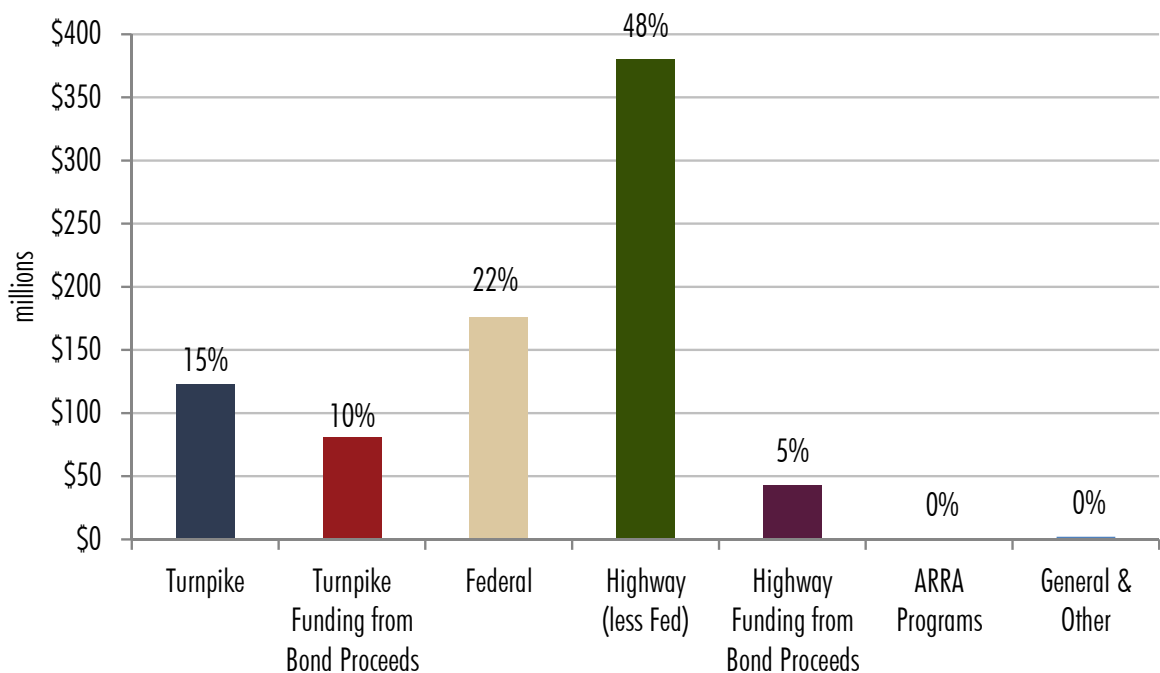
Source: Statement of Appropriations

* Directly Appropriated by receiving Agency

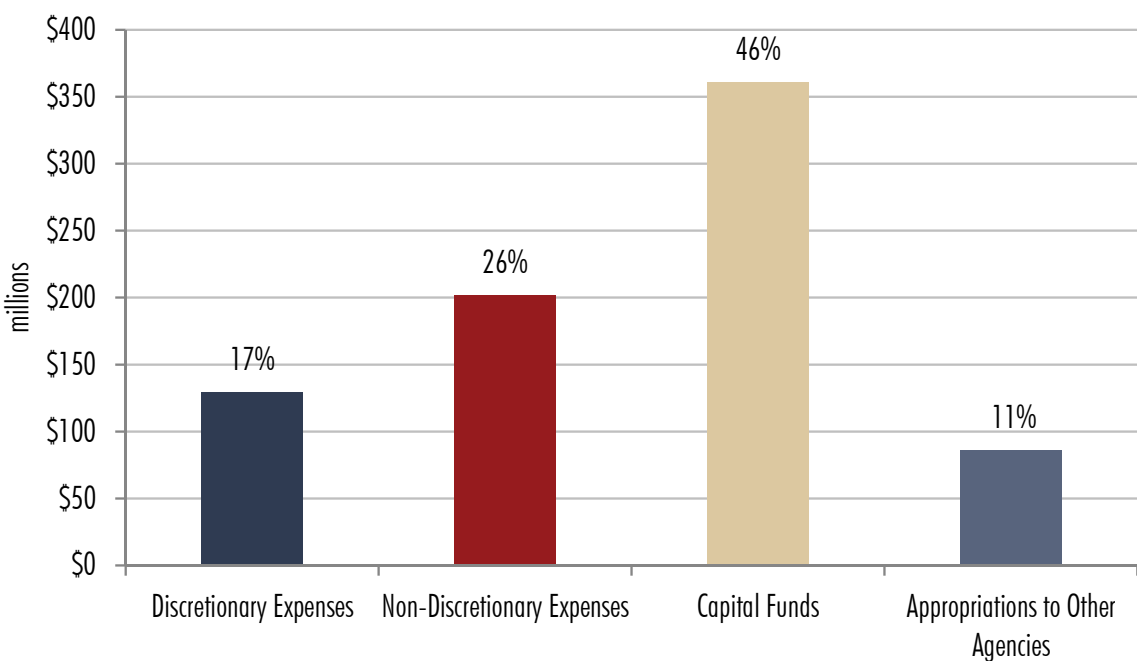
Financials

Activity Charts

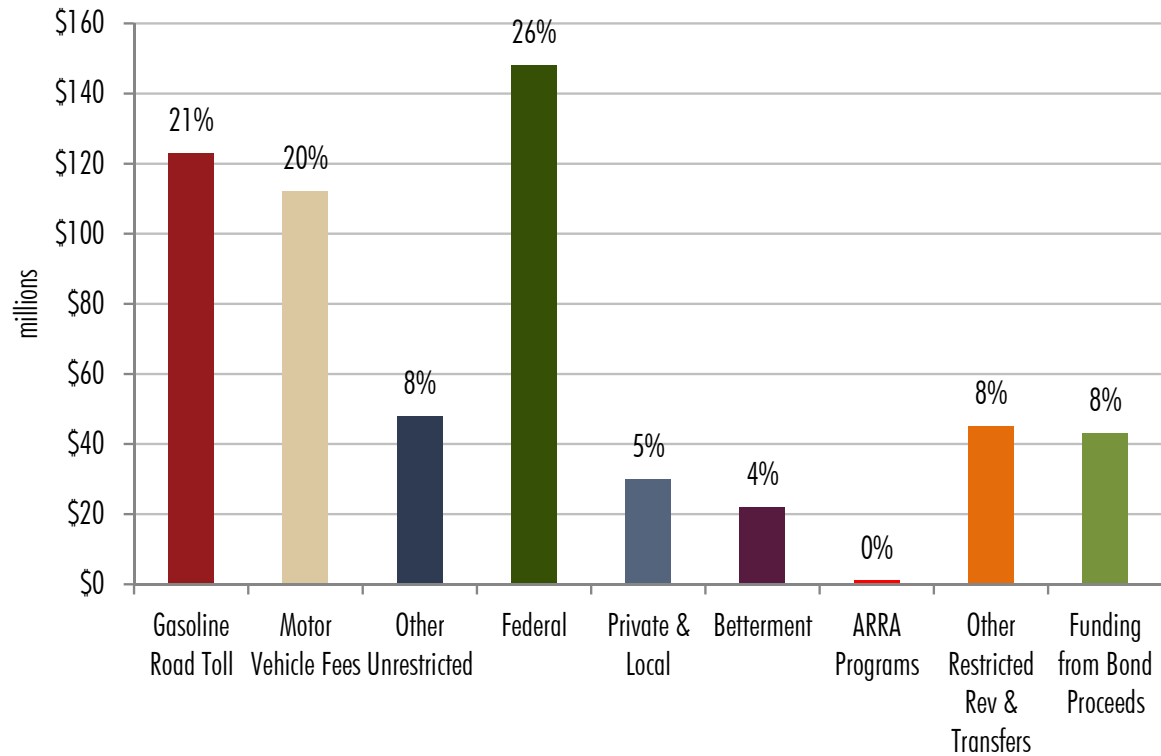
All Funds Revenue - \$806 (millions)



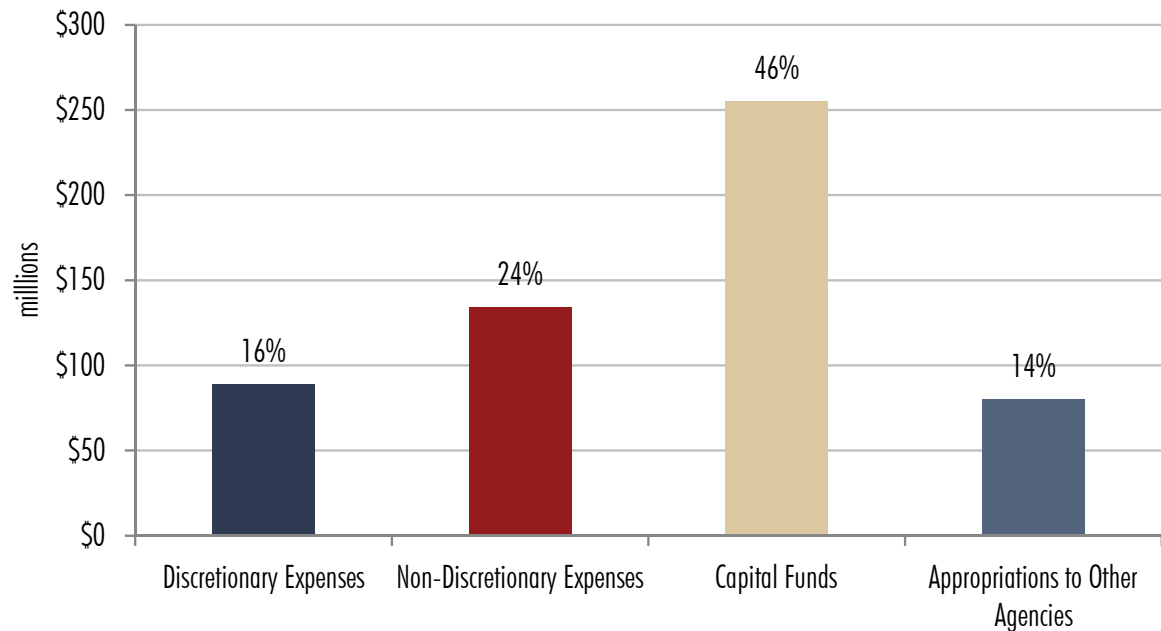
All Funds Expenses - \$778 (millions)



Highway Funds Revenue - \$572 (millions)



Highway Funds Expenditures - \$558 (millions)



Questions Regarding Department of Transportation Expenditures:

**Q1: How much does it cost to run the Department of Transportation?
What are the administrative costs charged to the State Highway Fund?**

A1: In FY 2013, out of State Highway Funds:

- \$6.8m (3.5% of \$195.6m) was spent for the Commissioner's Office; Finance and Policy and Administration combined;
- \$5.6m (2.9% of \$195.6m) was spent on services purchased by DOT from other agencies;
- \$1.9m (1.0% of \$195.6m) was spent for General Fund overhead reimbursement;
- \$9.1m (4.7% of \$195.6m) was spent for Retirees Health Benefits; Unemployment Compensation and Workers Compensation combined.

Q2: How much of the DOT spending from the Highway Fund is spent on roads and bridges?

A2: Virtually all of what is considered DOT Operating Budget is spent designing, operating and maintaining the transportation system, which is primarily made up of roads and bridges.

In fact, in FY 2013, out of \$195.6m in State Highway Funds spent by the DOT (see Spreadsheet B, Line 31, Column I) (see also Q&A regarding DOT expenditures):

- \$90.4m was spent specifically to maintain and operate roads and bridges;
- \$22.8m was spent for planning and design (engineering) of infrastructure projects;
- \$7.9m was spent for emergency and construction projects;
- \$38.8m was spent on municipal aid for infrastructure;
- \$12.3m was spent on debt service, half of which is to cover bonds issued in 2008 to pay the state match for the Federal FHWA program; and the other half funds facilities used to house salt storage and equipment used throughout the state on roads and bridges;

This is \$172.2m of \$195.6m, or 88 percent of DOT Highway funds spent on infrastructure planning, design, maintenance and operation of the transportation system. Unrestricted FY 2013 revenue generated by the Road Toll was \$124.3m (see Spreadsheet B, Line 8, Column I).

Q3: How much does plowing snow cost? Do you consider this to be spending on roads and bridges? What are typical costs to operate and maintain the transportation system?

A3: In FY 2013, out of State Highway Funds it cost \$38.6m for winter maintenance. (FY 2014 will be greater than \$45m). **The DOT does consider maintenance activities such as plowing in winter to be spending on roads and bridges.** To expand on the answer to Q2:

FY 2013, of the \$90.4m in State Highway Funds spent to maintain and operate the road and bridge network in NH:

- \$38.6m was spent on winter maintenance;
- \$26.4m was spent on road maintenance;
- \$12.4m was spent on equipment, building and other maintenance activities;
- \$4.4m was spent on bridge maintenance;
- \$8.4m was spent on traffic and other operations such as the Transportation Management Center.

Q4: The Department has been discussing and testifying that there is a potential substantial budget deficit in the Highway Fund looming in FY 2016 and FY 2017 if current revenue estimates for the Fund and projected expenditures remain the same. Please explain in more detail.

A4: The DOT has projected a deficit in the State Highway Fund that could exceed \$100m by the end of FY 2017 (See Spreadsheet B, Line 37, Column O). The current biennium budget is not balanced – although the Highway fund is balanced. How? FY 2014 and 2015 appropriations are supported by advance payments from the transfer from Turnpikes to State Highway Fund from the I-95 bridge (\$29M over the biennium), and the use of an unrestricted fund balance at June 30, 2013 (\$46.3m) See Spreadsheet B, Line 39, Column I). Combined, this \$75.3m, or \$37 per year is offsetting annual deficit spending in FY 2014 and 2015 (see Spreadsheet B, Line 35, Columns K and L).

This \$37m per year is not available in FY 2016 or 2017. Coupled with increases in salaries, benefits and costs of materials in the next biennium, the deficit could well reach \$40-50m per year in the next biennium, depending on weather conditions and other factors which impact total spending. (see Spreadsheet B, Lines 35 and 37, Columns N and O).

See spreadsheets. Namely, consider the comparison by biennium – Spreadsheet A Line 18, Column Q comparing Unrestricted Highway Fund Revenue for the 2010-2011 biennium, with the projected revenue in the 2016-2017 biennium.

There is a decline of \$176.5 million. Note on Spreadsheet A, Line 31, Column Q that DOT net appropriations have declined in the same period by \$21.5m. The projected deficit is the result of non-sustainable revenues such as the registration surcharge not being available in the future.

Q5: Is unrestricted revenue in the Highway Fund projected to be higher or lower than past bienniums? Why has unrestricted revenue in the Highway Fund declined?

A5: Revenue in the Highway fund has been augmented with non-sustainable sources for nearly a decade as follows:

- **2008/2009: \$60million bond funded state hard match (\$30m issued March 2008, \$30m issued Nov. 2008), and state aid bridge and betterment projects.** DEBT SERVICE was funded during the 2008/2009 biennium by reducing road toll restricted for Highway Bridge and Betterment by one cent. This provided additional unrestricted revenue in the Highway Fund during those two years. This provision was not continued in subsequent budgets, although the debt service remains funded out of the DOT OPERATING Budget (back door reduction averaging approximately \$5 million for 18 years). FY 2014 associated debt service to be paid out of DOT operating budget is \$6.1m.
- **2010/2011: \$86m revenue increase: Registration Surcharge.** Repealed in 2012 budget.
 - I-95 bridge transfer revenue: \$50million (see Spreadsheet B, Line 12, Columns E and F);
- **2012/2013: \$27.5m back of the budget reduction to DOT – (shutting off street lights, mowing, drainage, equipment purchases deferred, etc. – this service reduction generates a surplus in the State Highway Fund by the end of the biennium).**
 - I-95 bridge transfer revenue: \$52m (B 12, H,I);
 - Direct labor in federal program offset to fund operating budget salaries/benefits - \$8m/year;
 - 100 percent turnpike toll credits to match federal program: \$30m/year.
- **2014/2015: 68 positions abolished. 21 more unfunded.** (Total reduction of 178 positions since 2010).

- I-95 bridge transfer revenue: \$29m (B12, K,L);
- \$46.3m FY 2013 surplus used to balance fund in biennium, supporting deficit spending in each of FY 2014 and 2015 (B39, I);
- Direct/Indirect labor offsets from federal and turnpike: approximately \$30m/year. 100 percent turnpike toll credits to match federal program: \$30m/year.

Q6: Is it true that the Department of Transportation spent \$100m more in FY 2013 than in FY 2008? Is this spending that extends beyond the Highway Fund? Is this an increase in spending in the Highway Fund, or total spending? How much of the spending increase was associated with debt service and use of bond proceeds to fund construction projects? Explain.

A6: Yes. Total DOT expenditures across all sources of funds in FY 2013 were \$692.2m. Total DOT expenditures in FY 2008 were \$581.9m, an increase of \$110.3m. However when debt service increases over the same period of \$24.6m; Turnpike repayment to the Highway Fund of \$26.0m, and capital investments funded by bond proceeds of \$123.8m for a total of \$175m are removed from the equation, all other spending actually decreased by \$64.1m.

Spreadsheet C details total transportation related revenue and spending across all funds, and a crosswalk Spreadsheet B that provides details about UNRESTRICTED transportation revenue and expense. It is in this area where the majority of the DOT Operating budget is funded, and where the Road Toll (Gas Tax) revenue (net of 3 cents for Betterment), and registration fee revenue exists.

Of particular note regarding the Operating/Capital Budget:

- The components of the DOT, Safety and other agencies with operating expenses funded by the Highway Fund are currently greater than the total combined revenue derived by the Gas Tax (\$124M) and Motor Vehicle Fees (\$106M). Capitol expenditures associated with the state aid bridge program that is a pass through to municipalities at \$6.8m per year funds municipally-owned, not state owned bridges. An additional \$20 million in restricted Road Toll revenue funds the Highway and Bridge Betterment account.
- The state does not fund in cash or current budget authority the 20 percent match for the FHWA funds. The state is currently using Turnpike Toll Credits (TTC) to effectively match federal funds (\$30 million per year - 20% of \$150m). TTC are earned when the state constructs federally-eligible capital projects on the Turnpike System with Turnpike revenue rather than federal funds. Earning TTC also requires maintenance of effort; that turnpike capital spending must be higher than the average of the previous three years to earn credits for the current year spend. Absent continued credits received, the spend out of the TTC balance would take approximately 3-4 years. The use of TTC effectively reduces the State of NH investment in infrastructure by \$30m per year.
- Direct and Indirect labor from the federal program and turnpike system supports the DOT operating budget by approximately \$30m per year. Note the example of our Bureau of Highway Design: these are our design engineers. The budget is approximately \$11m. In the 2010-2011 biennium this was funded with 100 percent State Highway Fund source of funds. In the 2014-15 biennium, the labor is funded at only \$1.5m in State Highway Funds, the rest being federal and turnpike source of funds. **This is a dramatic change** and any disruption of federal funds will have a significant budgetary impact on salary and benefits fund availability in the DOT.

Q7: How much have salaries and benefits grown in the Department during this time? How many authorized positions are funded in the Department today compared to 2010?

A7: Salaries and benefits funded from the State Highway Fund were \$3.3m lower in FY 2013 than they were in FY 2008. Much of this decline comes from charging direct and indirect salaries and benefits to the federal program. Total salaries and benefits across all funding sources have increased \$13.8 million over the same period (Spreadsheet C, Row 25, Column H). However, keep in mind that due to the declining revenue in the Highway Fund since 2010, the DOT has seen a reduction in authorized positions of 178 from 1,828 to 1,650.

Q8: What is the impact of the projected operating deficit and in addition, what is the Department unable to fund in construction? What are we not getting done?

A8: RESULT: The State is paving at about half the rate (250-300 miles vs. 500+ miles per year) it should be; is not supporting the municipal bridge program at a reasonable rate (current rate of funding would take approximately 94 years to clear the municipal red list (350), near red list (300) and closed (50 bridges). Operation and maintenance of the roadways is suffering with substantial drainage issues and vegetation growth. Heavy equipment fleet valued at approximately \$75m with a 10 year average life is on average 9 years old (this should be at about 5 years) – the 4 year catch up in age is \$30m. More than 50 percent of DOT workers are of retirement age, and we are not attracting the next generation of professional engineers and highway maintainers to continue services and operations into the future.

A \$40m deficit per year, if not resolved in the coming budget could result in a loss of 700 authorized positions at the Department of Transportation and the resultant loss or reduction of services.

Capital needs not covered by current or projected funding:

- I-93 capacity improvements (widening) between exit 3 and 293 split in Manchester: \$250m. (\$20-\$22m per year debt service);
- Paving: \$12-15m per year;
- State bridge program: \$15m per year to keep pace with red list bridges;
- Sarah Mildred Long bridge - (TIGER grant was not received) additional \$12.5m in NH State funds for rail portion of bridge. Federal funds are planned in 10 Year Plan for NH share of total \$160m projected cost;
- State aid bridge to municipalities: \$7-10m per year;
- 10 Year Plan federally funded projects: \$227m;
- Turnpike Capital Expansion Plan: \$275 of \$550m plan unfunded.

Q9: What does SB 367 take care of from unfunded needs described above in Q8?

A9: Several facets of the unfunded needs are covered by SB 367 as follows:

- \$200m bond authority for I-93
- Additional paving in 2015-2016 \$46m: estimated \$5m/year thereafter until provision sunsets.
- State Aid Bridge to municipalities is increased by \$6.8m/year for 20 years or until provision sunsets.

Spreadsheet A

	A	D	G
1	Department of Transportation		
2	2008-2013 Actual; 2014-2015 Biennium Budget; 2016-2017 Projections		
3	Summary Analysis of Highway Fund with Preliminary FY2016-2017 Biennium Projections of Revenue and Expense		
4	HIGHWAY SOURCE OF FUNDS UNRESTRICTED REVENUE AND EXPENSE (\$ MILLIONS)		
5	\$ millions	FY 08-09 Biennium	FY 10-11 Biennium
6	Unrestricted Revenue	Total	Total
7	Collected by Department of Safety:		
8	Road Toll (Gas Tax plus UCR)	269.1	248.7
9	Motor Vehicle Fees	190.8	266.1
10	Department of Safety Collections	459.9	514.8
11	Collected by Department of Transportation:		
12	I-95 Bridge Sale to Turnpike	-	50.0
13	Fed Overhead Billing	15.7	26.9
14	ROW Sales	2.1	4.9
15	Other	10.4	26.9
16	Department of Transportation Collections	28.2	108.7
17	Court Fines	9.4	16.2
18	Total Revenue	497.5	639.7
19			
20	Expenditures (Appropriations) (OPERATING)		
21	Department of Transportation (Hwy Source of Funds)		
22	Salaries and Benefits (includes retiree benes)	188.8	202.7
23	Consumable Supplies (salt, sand, aggregate, etc)	34.3	38.1
24	Rented Equipment	20.2	22.4
25	Other (Equip/Utilities/DOIT/Ad Svcs/lapse, etc)	26.9	46.6
26	DOT (includes Winter Maintenance Avg \$38M/yr)	270.2	309.8
27	Municipal Aid (Block Grant + Muni Bridge)	71.1	91.8
28	Welcome Center (budget return to DOT 2014 from DRED)	2.6	2.6
29	Debt Service (DOT)	19.4	19.3
30	Chapter 143:127, Laws of 2013 Comp & Bene Reduction		
31	Total DOT Net Approp. (bud est total approp 2014-2017)	363.3	423.5
32	Safety and Other Agencies Net Approp. (ESTIMATES)	171.0	146.4
33	Other (refunded road toll; warrants; BOB; etc.)	(5.3)	(10.8)
34	Total Expenditures (Net 2008-2013); Bud 2014-2017	529.0	559.1
35	Current Year Net Income/(Loss)	(31.5)	80.6

J	M	P	Q	R
FY 12-13 Biennium	FY 14-15 Biennium	FY 16-17 Biennium	Biennium 16/17 - 10/11	Biennium 16/17 - 12/13
Total	Estimate	Projection	Compare	Compare
247.5	244.9	242.4	(6.3)	(5.1)
210.9	203.7	204.6	(61.5)	(6.3)
458.4	448.6	447.0	(67.8)	(11.4)
52.1	29.5	-	(50.0)	(52.1)
27.2	-	-	(26.9)	(27.2)
1.3	0.9	0.6	(4.3)	(0.7)
15.2	0.4	0.4	(26.5)	(14.8)
95.8	30.8	1.0	(107.7)	(94.8)
14.8	15.2	15.2	(1.0)	0.4
569.0	494.6	463.2	(176.5)	(105.8)
180.3	174.8	182.8	(19.9)	2.5
30.0	48.4	48.4	10.3	18.4
18.6	18.8	23.6	1.2	5.0
66.2	43.9	44.6	(2.0)	(21.6)
295.1	285.9	299.4	(10.4)	4.3
83.1	75.4	73.6	(18.2)	(9.5)
-	2.6	3.0	0.4	3.0
24.1	22.3	26.0	6.7	1.9
402.3	386.2	402.0	(21.5)	(0.3)
147.9	159.8	168.0	21.6	20.1
(1.9)	6.0	6.0	16.8	7.9
548.3	552.0	576.0	16.9	27.7
20.7	(57.4)	(112.8)	(193.4)	(133.5)

Spreadsheet B

	A	B	C	E	F
1	Department of Transportation				
2	2008-2013 Actual; 2014-2015 Biennium Budget; 2016-2017 Projections				
3	Summary Analysis of Highway Fund with Preliminary FY2016-2017 Biennium Projections of Revenue and Expense				
4	HIGHWAY SOURCE OF FUNDS UNRESTRICTED REVENUE AND EXPENSE (\$ MILLIONS)				
5	\$ millions	FY 2008	FY 2009	FY 2010	FY 2011
6	Unrestricted Revenue	Final	Final	Final	Final
7	Collected by Department of Safety:				
8	Road Toll (Gas Tax plus UCR)	137.0	132.1	123.7	125.0
9	Motor Vehicle Fees	100.9	89.9	142.2	123.9
10	Department of Safety Collections	237.9	222.0	265.9	248.9
11	Collected by Department of Transportation:				
12	I-95 Bridge Sale to Turnpike	-	-	30.0	20.0
13	Fed Overhead Billing	4.7	11.0	12.9	14.0
14	ROW Sales	0.3	1.8	4.4	0.5
15	Other	6.1	4.3	18.3	8.6
16	Department of Transportation Collections	11.1	17.1	65.6	43.1
17	Court Fines		9.4	8.0	8.2
18	Total Revenue	249.0	248.5	339.5	300.2
19					
20	Expenditures (Appropriations) (OPERATING)				
21	Department of Transportation (Hwy Source of Funds)				
22	Salaries and Benefits (includes retiree benes)	90.9	97.9	101.9	100.8
23	Consumable Supplies (salt, sand, aggregate, etc)	14.6	19.7	17.4	20.7
24	Rented Equipment	11.1	9.1	10.7	11.7
25	Other (Equip/Utilities/DOIT/Ad Svcs/lapse, etc)	16.6	10.3	22.7	23.9
26	DOT (includes Winter Maintenance Avg \$38M/yr)	133.2	137.0	152.7	157.1
27	Municipal Aid (Block Grant + Muni Bridge)	33.7	37.4	42.5	49.3
28	Welcome Center (budget return to DOT 2014 from DRED)	1.3	1.3	1.3	1.3
29	Debt Service (DOT)	7.6	11.8	13.1	6.2
30	Chapter 143:127, Laws of 2013 Comp & Bene Reduction				
31	Total DOT Net Approp. (bud est total approp 2014-2017)	175.8	187.5	209.6	213.9
32	Safety and Other Agencies Net Approp. (ESTIMATES)	86.5	84.5	74.7	71.7
33	Other (refunded road toll; warrants; BOB; etc.)	(3.5)	(1.8)	(12.1)	1.3
34	Total Expenditures (Net 2008-2013); Bud 2014-2017	258.8	270.2	272.2	286.9
35	Current Year Net Income/(Loss)	(9.8)	(21.7)	67.3	13.3
36	Bud. Beginning Combined Highway Fund Balance July 1	(3.9)	(13.7)	(35.4)	31.9
37	Bud. Ending Combined Highway Fund Balance June 30	(13.7)	(35.4)	31.9	45.2
38	GAAP Adjustments (Without Bond Auth Adj)	(13.8)	(19.5)	(23.0)	(24.9)
39	Balance June 30, GAAP (CAFR), Bud Estimate 2014-2017	(27.5)	(54.9)	8.9	20.3

H	I	K	L	N	O	Q	R
FY 2012	FY 2013	FY 2014 Budget Request or Est. No Lapse	FY 2015 Budget Request or Est. No Lapse	FY 2016 Budget Request or Est. No Lapse	FY 2017 Budget Request or Est. No Lapse	Biennium 16/17 - 10/11	Biennium 16/17 - 12/13
Final	Final	Bud Estimate	Bud Estimate	Projection	Projection	Compare	Compare
123.2	124.3	122.8	122.1	121.5	120.9	(6.3)	(5.1)
104.4	106.5	101.5	102.2	102.3	102.3	(61.5)	(6.3)
227.6	230.8	224.3	224.3	223.8	223.2	(67.8)	(11.4)
26.1	26.0	15.0	14.5			(50.0)	(52.1)
14.9	12.3	-				(26.9)	(27.2)
1.1	0.2	0.6	0.3	0.3	0.3	(4.3)	(0.7)
6.3	8.9	0.2	0.2	0.2	0.2	(26.5)	(14.8)
48.4	47.4	15.8	15.0	0.5	0.5	(107.7)	(94.8)
7.8	7.0	7.6	7.6	7.6	7.6	(1.0)	0.4
283.8	285.2	247.7	246.9	231.9	231.3	(176.5)	(105.8)
92.7	87.6	85.9	88.9	89.9	92.9	(19.9)	2.5
15.4	14.6	24.2	24.2	24.2	24.2	10.3	18.4
8.3	10.3	8.5	10.3	11.3	12.3	1.2	5.0
34.2	32.0	22.1	21.8	21.8	22.8	(2.0)	(21.6)
150.6	144.5	140.7	145.2	147.2	152.2	(10.4)	4.3
44.3	38.8	38.6	36.8	36.8	36.8	(18.2)	(9.5)
		1.3	1.3	1.5	1.5	0.4	3.0
11.8	12.3	11.3	11.0	13.0	13.0	6.7	1.9
		(2.6)					
206.7	195.6	189.3	194.3	198.5	203.5	(21.5)	(0.3)
74.4	73.5	78.7	81.1	83.0	85.0	21.6	20.1
(4.3)	2.4	3.0	3.0	3.0	3.0	16.8	7.9
276.8	271.5	271.0	278.4	284.5	291.5	16.9	27.7
7.0	13.7	(23.3)	(31.5)	(52.6)	(60.2)	(193.4)	(133.5)
45.2	52.2	65.9	42.6	11.1	(41.5)		
52.2	65.9	42.6	11.1	(41.5)	(101.7)		
(17.4)	(19.6)	(16.4)	(16.4)	(16.4)	(16.4)		
34.8	46.3	26.2	(5.3)	(57.9)	(118.1)		

Spreadsheet C

STATE OF NH TRANSPORTATION-RELATED REVENUE / FUNDING

ALL FUNDS (\$ MILLIONS) BUDGETARY

DESCRIPTION (Unaudited - Budgetary)	ACTUAL			
	2008	2009	2010	FY 2011
Unrestricted Revenue				
General Fund	0.6	0.7	0.8	0.6
Highway Fund ¹	249.0	248.5	339.5	300.2
Turnpike Fund	106.5	107.2	117.7	117.9
Total Unrestricted Revenue	356.1	356.4	458.0	418.7
Restricted Revenue				
Federal Funds	211.8	198.2	244.6	216.3
Betterment Funds	14.7	14.2	23.3	36.1
Revolving Funds (Garage, Parts, Fuel, etc)	29.3	28.1	28.3	34.0
Other Restricted Revenue	13.0	10.7	7.8	10.7
Total Restricted Revenue	268.8	251.2	304.0	297.1
Total Revenue	624.9	607.6	762.0	715.8
Bond Proceeds Usage GARVEE (Fed Highway Funds)	-	-	-	5.3
Bond Proceeds Usage Turnpike ²	-	20.6	35.2	44.2
Total Funding	624.9	628.2	797.2	765.3

STATE OF NH TRANSPORTATION-RELATED EXPENDITURES

ALL FUNDS (\$ MILLIONS) BUDGETARY

DESCRIPTION (Unaudited - Budgetary)	ACTUAL			
	2008	2009	2010	FY 2011
Department of Transportation Expenses				
Salary/Benefits	116.4	123.9	131.1	136.4
Transfer Payments to State Agencies ³	17.8	20.9	20.8	29.1
Transfer Payments to Municipalities ³	45.0	45.2	46.8	46.1
Total Public Sector Payments³	179.2	190.0	198.7	211.6
Debt Service - General Fund (HB 25 GO Bonds)	-	0.4	0.3	0.3
Debt Service - Highway Fund (HB 25 GO Bonds)	7.6	11.8	13.1	6.2
Debt Service - Federal Funds (GARVEE Bonds)	-	-	-	1.0
Debt Service - Turnpike Funds (Turnpike Rev. Bonds)	27.4	27.6	32.3	17.5
Debt Service - Turnpike Funds (I95 Repayment)	-	-	30.0	24.6
Capital Investments funded by Bond Proceeds	-	20.6	35.2	49.5
Other Private Sector Expenditures ^{3,4}	367.7	344.7	344.3	343.4
Total DOT Expenditures	581.9	595.1	653.9	654.1
Dept. of Safety and Other Agency Expenditures¹	81.4	85.4	86.2	89.0
Total Transportation-Related Expenditures	663.3	680.5	740.1	743.1

¹ - Includes all Unrestricted Highway Fund revenue, such as Road Toll (Gas Tax), some of which is appropriated to other state agencies.

² - FY 2013 Bond Proceeds Usage includes \$19.3 million of FY 2012 Turnpike capital costs reimbursed by FY 2013 bond issuance. FY 2008-2010 Estimated.

³ - FY 2014-15 estimate recognizes FHWA Funds used on municipally-owned infrastructure as transfer payments to municipalities. FY 2008-2010 Estimated.
FY 2008-2013 includes State Owned Equip Mech Services.

⁴ - FY 2014-15 estimate recognizes non-budgeted capital expenditures for Turnpikes and revolving fund expenditures.

		<i>COMPARE</i>	<i>ESTIMATED</i>		<i>PROJECTED</i>	
FY 2012	FY 2013	FY13-FY08	FY 2014	FY 2015	FY 2016	FY 2017
1.4	0.8	0.2	0.9	0.9	0.6	1.4
283.8	285.2	36.2	247.7	246.9	231.9	231.3
118.0	121.3	14.8	118.1	119.4	117.9	118.0
403.2	407.3	51.2	366.7	367.2	350.4	350.7
196.2	176.7	(35.1)	206.9	209.5	200.0	200.0
20.8	20.8	6.1	21.0	20.9	21.0	21.0
32.0	31.9	2.6	27.7	27.8	28.0	28.0
27.9	47.2	34.2	30.1	30.0	20.0	20.0
276.9	276.6	7.8	285.7	288.2	269.0	269.0
680.1	683.9	59.0	652.4	655.4	619.4	619.7
31.6	42.9	42.9	52.1	33.1	30.0	-
13.4	80.9	80.9	29.7	-	-	-
725.1	807.7	182.8	734.2	688.5	649.4	619.7

		<i>COMPARE</i>	<i>ESTIMATED</i>		<i>PROJECTED</i>	
FY 2012	FY 2013	FY13-FY08	FY 2014	FY 2015	FY 2016	FY 2017
130.8	130.2	13.8	136.8	141.1	146.1	151.1
27.4	25.9	8.1	20.6	20.9	20.0	20.0
46.8	46.9	1.9	93.6	86.7	80.0	80.0
205.0	203.0	23.8	251.0	248.7	246.1	251.1
0.3	0.3	0.3	-	-	-	-
11.8	12.3	4.7	11.3	11.0	12.0	12.5
3.7	7.0	7.0	19.1	19.0	19.0	19.0
39.1	40.0	12.6	42.5	45.0	45.0	45.0
26.0	26.0	26.0	15.0	14.2	-	-
45.0	123.8	123.8	81.8	33.1	30.0	-
307.3	279.8	(87.9)	233.9	276.6	235.6	241.1
638.2	692.2	110.3	654.6	647.6	587.7	568.7
85.1	85.0	3.6	84.7	87.0	89.0	91.0
723.3	777.2	113.9	739.3	734.6	676.7	659.7

Organization Chart

(as of June 30, 2013)

Commissioner
Christopher D. Clement, Sr.
271-1484

Deputy Commissioner
Michael Pillsbury
271-1486

**Assistant Commissioner
and Chief Engineer**
David Jeff Brillhart
271-1486

Directors

Finance
Patrick McKenna
271-2531

**Policy &
Administration**
Fran Buczynski
271-1486

**Aeronautics,
Rail & Transit**
Patrick Herlihy
271-1486

Operations
William Janelle
271-1486

Project Development
William Cass
271-1486

Assistant Director
Dave Rodrigue
271-1486

Assistant Director
Craig Green
271-1486

Bureau Administrator and District Engineers

**Finance
& Contracts**
Leonard Russell
271-3466

**Human
Resources**
Vacant
271-3736

Aeronautics
Tricia Lambert
271-2551

**Bridge
Maintenance**
Douglas Gosling
271-3667

**Bridge
Design**
Mark Richardson
271-2731

**Materials &
Research**
Alan Rawson
271-3151

Audit
Carol Macuch
271-6674

**Stewardship &
Compliance**
Vacant
271-3226

**Railroads &
Public
Transportation**
Michelle Winters
271-2468

Turnpikes
Christopher Waszczuk
485-3806

**Highway
Design**
William Oldenburg
271-2171

**Project
Management**
Keith Cota
271-2171

**Federal Labor
Compliance**
John "Jay"
Ankenbrook
271-6754

**Mechanical
Services**
Bill Dusavitch
271-3721

Environment
Kevin Nylan
271-3226

Right-of-Way
Charles Schmidt
271-3222

**Hearings &
Legislation**
Kathleen
Mulcahy-Hampson
271-3734

Traffic
William Lambert
271-2291

Construction
Theodore Kitsis
271-2571

**Planning &
Community
Assistance**
William Watson
271-3344

**Public Information
Officer**
William Boynton
271-6495

**Highway
Maintenance**
Caleb Dobbins
271-2693

District 1
Lancaster
Brian Schutt
788-4641

District 2
Lebanon
Alan Hanscom
448-2654

District 3
Gilford
Mark Morrill
524-6667

District 4
Swanzey
Doug Graham
352-2302

District 5
Hooksett
Richard
Radwanski
485-9526

District 6
Durham
Douglas
DePorter
868-1133





As of June 30, 2013

Maggie Hassan, Governor

Executive Councilors:

Raymond S. Burton - District 1
Colin Van Ostern - District 2
Christopher T. Sununu - District 3
Christopher C. Pappas - District 4
Debora B. Pignatelli - District 5

Christopher D. Clement, Sr., Commissioner

New Hampshire Department of Transportation
7 Hazen Drive
Concord, New Hampshire 03302-0483
www.nhdot.com

Mission:

Transportation excellence enhancing the quality of life in New Hampshire.

Purpose:

Transportation excellence in New Hampshire is fundamental to the state's sustainable economic development and land use, enhancing the environment, and preserving the unique character and quality of life. The Department will provide safe and secure mobility and travel options for all of the state's residents, visitors, and goods movement, through a transportation system and services that are well maintained, efficient, reliable, and provide seamless interstate and intrastate connectivity.

Vision:

Transportation in New Hampshire is provided by an accessible, multimodal system connecting rural and urban communities. Expanded transit and rail services, and a well-maintained highway network and airport system provide mobility that promotes smart growth and sustainable economic development, while reducing transportation impacts on New Hampshire's environmental, cultural, and social resources. Safe bikeways and sidewalks bring together neighborhoods parks, schools, and downtowns. Creative and stable revenue streams fund an organization that uses its diverse human and financial resources efficiently and effectively.